NORTH END WATERFRONT

SECONDARY PLAN

BACKGROUND INFORMATION

URBAN DOCUMENTATION CENTRE
RESEARCH UNIT FOR URBAN STUDIES
McMASTER UNIVERSITY
HAMILTON, ONTARIO

PREPARED BY

THE REGIONAL MUNICIPALITY OF

HAMILTON-WENTWORTH

PLANNING AND DEVELOPMENT

DEPARTMENT

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1. INTRODUCTION

1.1 Purpose

The North End East and West Neighbourhoods were studied in 1975 as part of the City's ongoing neighbourhood planning process. The Neighbourhood Plans which evolved outlined proposed land use plans as well as various improvement measures addressing the major concerns of the area. They also provided a long range planning framework to guide new development and improve the quality of life in the area.

The Neighbourhood Plans focussed on the developed areas generally east and south of Bay and Guise Streets. All the waterfront lands were excluded from the Neighbourhood Plans pending determination of jurisdiction over land use control between the City of Hamilton and the Hamilton Harbour Commission. Jurisdiction was established by the Ontario Supreme Court in 1976 and upheld by the Ontario Court of Appeal in 1978. That decision gave the City power to zone harbour lands and water, provided it did not interfere with shipping and navigation activities.

The harbour areas, therefore, have never been examined from the neighbourhood planning perspective. Whatever development or change has occurred there has taken place in a vacuum, isolated from the area around it and from its hinterland. The North End Waterfront Secondary Plan will attempt to remedy that situation.

The Terms of Reference are:

Objective

The North End Waterfront Secondary Plan will detail the most appropriate land uses for those lands within the North End East and West Neighbourhoods adjacent to Hamilton Harbour. The Lax lands in the Dundurn Neighbourhood will also be included.

Area of Study

The area of study is those lands abutting Hamilton Harbour

- west of MacNab Street North;
- north of Wood Street;
- west of Hughson Street North; and,
- north of Burlington Street East,

Part of the residential area of the North End is included since there will be an impact from waterfront development.

Schedule

The study will be undertaken in two phases, similar to the neighbourhood planning process (Appendix B). The first phase will comprise the background studies, questionnaire survey, analysis of background data, and set-up of the North End Waterfront Committee (See Appendix C). This phase will last four months from May to August 1983 inclusive.

Phase Two will comprise the committee meetings beginning in September 1983, preparation of the draft report and presentation to Planning and Development Committee, a public meeting, and presentation of the final report to Planning and Development Committee for approval. Phase Two will be completed in May 1984.

1.2 Study Area

Because the Neighbourhoods were examined in considerable depth in 1975 and have undergone minimal change since that time, the Neighbourhoods, *per se*, are not included in the Waterfront Secondary Plan study area.

The focus of the secondary plan is the waterfront area and its immediate hinterland approximately two blocks inland. The boundaries are MacNab, Wood, Hughson, and Burlington Street (Map 1). The area between these streets and the waterfront lands acts as the interface between the harbour and the neighbourhood. It is also the area which will most feel the impact of change on the waterfront from traffic, redevelopment, parking, and new uses. Whatever changes occur on the harbour lands will affect this part of the neighbourhood. It is important that those impacts are in keeping with the long-term goals of the neighbourhood and the Central Area. Harbourfront development must take place within the context of the neighbourhood, the Central Area, and the City. The secondary plan process is intended to ensure that that occurs.

1.3 History

The North End is one of the oldest areas of the City. Its development began in the mid-1800's associated with the port activities and growth on the one hand and downtown expansion on the other.

Since it is within walking distance of the downtown, it was, and is, a logical residential location for workers. Its evolution into a quiet, stable, yet modest, residential area was spurred by the Urban Renewal of the 1960's. Urban Renewal was intended to provide the area with new life through removal of substandard buildings of all types. By this means, the area was intended to revitalize and strengthen its residential character.

While the residential nature of the area appears intact without significant intrusions, the waterfront area has been neglected. It is not well used by residents of the immediate area, let alone the rest of the City.

The North End is presently a back door of the City. It is a quiet residential area characterized by low-rise buildings, families, and older people. Because of poor access to the waterfront, limited waterfront activities for the public and relatively few commercial intrusions, the area appears underused - a Pandora's box waiting to be opened. This valuable resource is finally coming to the attention of the City.

The Central Area Plan included the North End Neighbourhoods in its area of study but gave priority to downtown redevelopment. Revitalization of the core area is now underway with implementation of the Downtown Action Plan and other projects. It is only logical that the City now turn its attention to the waterfront. It has many similarities to the downtown in that it has the capability, but not the activities, to make it vibrant. Like the downtown, it is recognized as having great potential and scope for improvement.

There are examples of waterfront development to call on from all over the world, the most noteworthy on this continent being Toronto's Harbourfront, Vancouver's False Creek, Baltimore, and Buffalo. By careful development, Hamilton's North End waterfront should become the City's window on the water instead of its back door. This is the purpose of the North End Waterfront Secondary Plan.

1.4 Context

The North End, although on the periphery of the City, is very close to several key activity centres which influence its character and development (Map 2).

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For example, the North End is less than two kilometres from the downtown core. This means that neighbourhood residents may walk to work or to shop in the downtown, reducing pressure on traffic and buses.

The City's heavy industrial area is two to three kilometres to the east along the bayfront, making the distance to work for residents working there relatively short. Proximity of the heavy industrial area and the North End's historical development as a port area with port-related industries create pressure for continuation of this use and difficulties in determining where its boundaries should be. The port area and docking of large ships underline the area's industrial importance, but also make for interesting views and sightseeing for both residents and visitors.

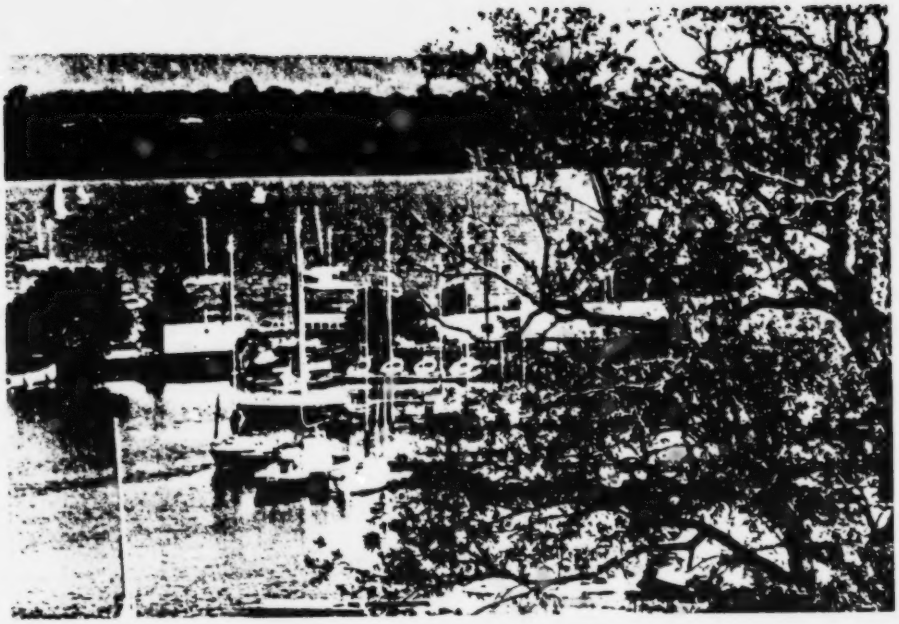
Historical development of intensively used rail lines and rail yards immediately south of the North End has created a natural boundary between the North End and the rest of the City, especially the downtown. This barrier is also psychological and tends to enhance North End community spirit and sense of neighbourhood.

The proposed Industrial Perimeter Road, which follows the CNR rail bed, will increase the North End's isolation. This could be a positive or negative factor in the area's development. For example, it may prevent expansion into the area of the uses associated with the downtown, so the North End continues to develop its own special identity and maintain its quiet residential character.

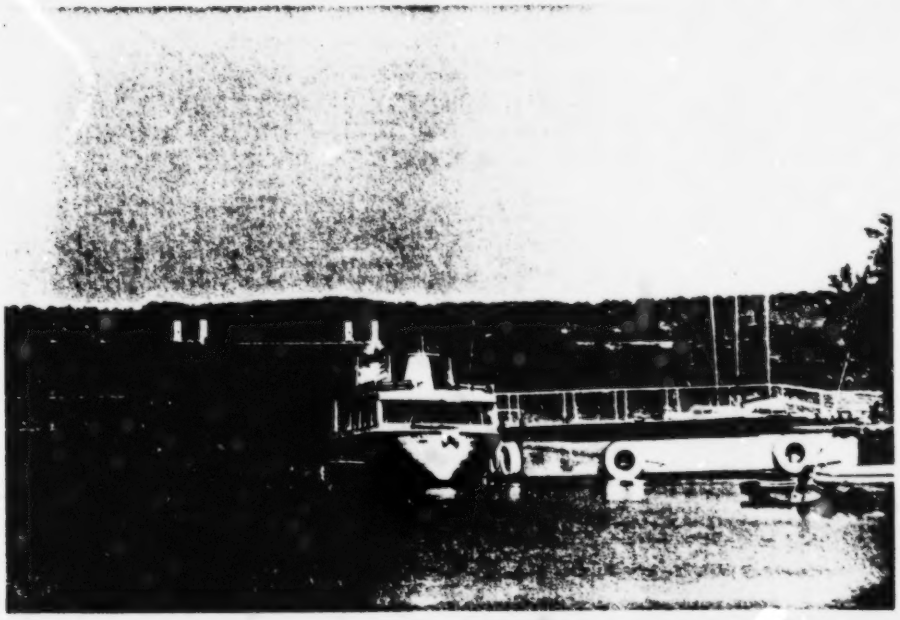
On the negative side, road and rail lines separate the area from the mainstream of the City, may inhibit certain types of development, and create noise, dust, odour, and other pollution conflicts.

These external influences affect the North End from outside in. There are other more positive influences to be examined from inside out. These include spectacular views of the Bay, the High Level Bridge and Royal Botanical Gardens to the west, Burlington and LaSalle Park to the north, and the Burlington Skyway to the east. These views are among the best in the City. There is potential that lookout points and residential and commercial uses could be built and designed in such a way as to take advantage of the views offered. Restaurants, outdoor cafés, and sitting areas are important uses to consider.

Finally, open space uses to the west along the Bay could be tied in to the North End by means of a park, open space, and bicycle path system. This could include lands around Dundurn Castle and through the CNR rail yards. This area, from the High Level Bridge to Wellington Street, if developed comprehensively, could offer excellent recreational opportunities focussing on the Bay.



BURLINGTON BAY FROM FERRIE STREET WEST



BURLINGTON BAY FROM MACDONALD'S MARINA

1.5 Topography

The North End Neighbourhood topography is characterized by a gradual slope from an elevation of approximately 290 feet at Bay and Strachan Streets to 247 feet at the water's edge in Pier 4 Park. The highest elevation is 300 feet on the bank at the corner of Nichol and Ferrie Streets. From here, the landscape drops 50 feet over the embankment to the water. This embankment generally follows the shoreline from Strachan Street to Catharine Street. From Catharine Street eastwards to Wellington, this slope is much less dramatic (Map 3).

The slope from the upper plateau, which comprises the residential area to the water's edge is most significant from Strachan Street to James Street North. The slope falls some 50 feet in 250 linear feet.

The embankment separates the residential land uses from the waterfront recreational uses and offers many opportunities for lookouts, restaurants with a view, etc. This physical feature should be very sensitively exploited in the area's development.

1.6 Population Characteristics

Since this is not a traditional neighbourhood study, population characteristics are not as significant as they would be in a neighbourhood plan. They do, however, show trends in the area, the nature of the resident population, and shed light on the types of facilities and services which are required to adequately serve the population.

Over the past ten years, the North End's population has fallen from 6,463 in 1974 to 5,836 in 1982. All age groups have shown a decline since 1974, but two signs of regeneration appear since 1979. Children aged 0 - 4 and adults aged 19 - 40 have increased suggesting that families are moving back into the area. This is a healthy sign, which should be taken into account in the long-range planning objectives for the area as a whole and for the waterfront area in particular.

It is significant that persons over 64 in the North End have declined sharply since 1980 compared to a general increase in the City as a whole since 1973. Compared to the City, the North End has shown more positive population growth trends in spite of an overall decline in numbers. Children aged 0 - 4 declined .2% in the North End while in the City they declined .9%. Children 5 - 18 decreased 4% in the North End and 5.4% in the City between 1973 and 1982.

FIGURE 1

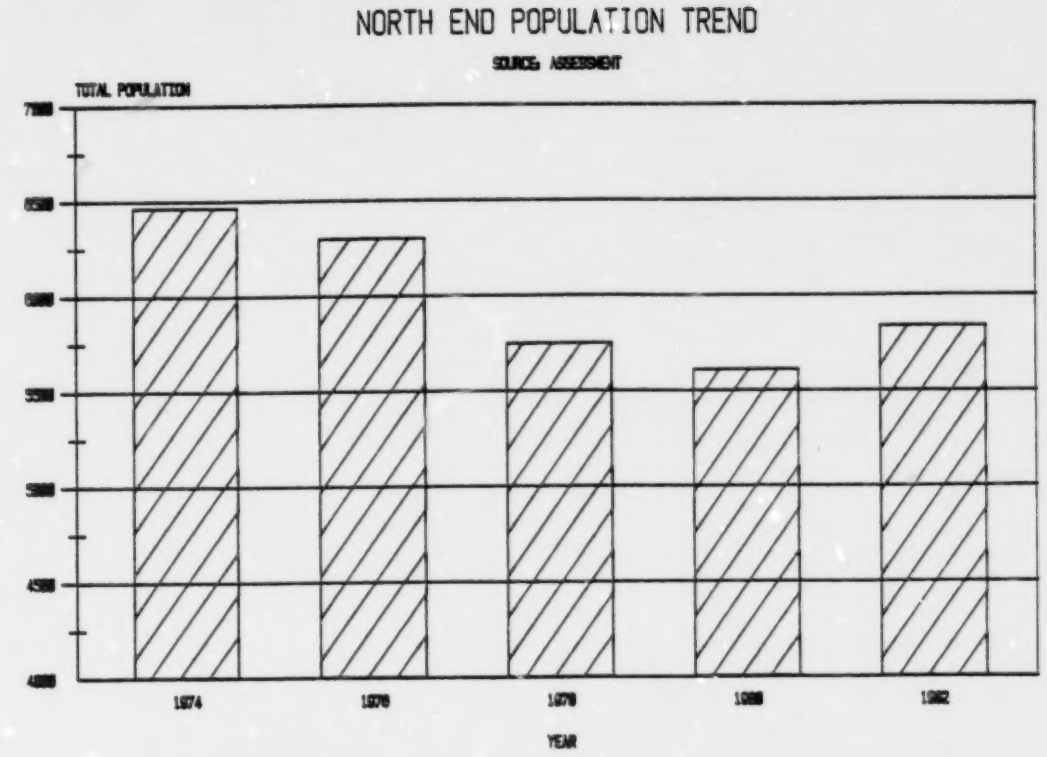


FIGURE 2

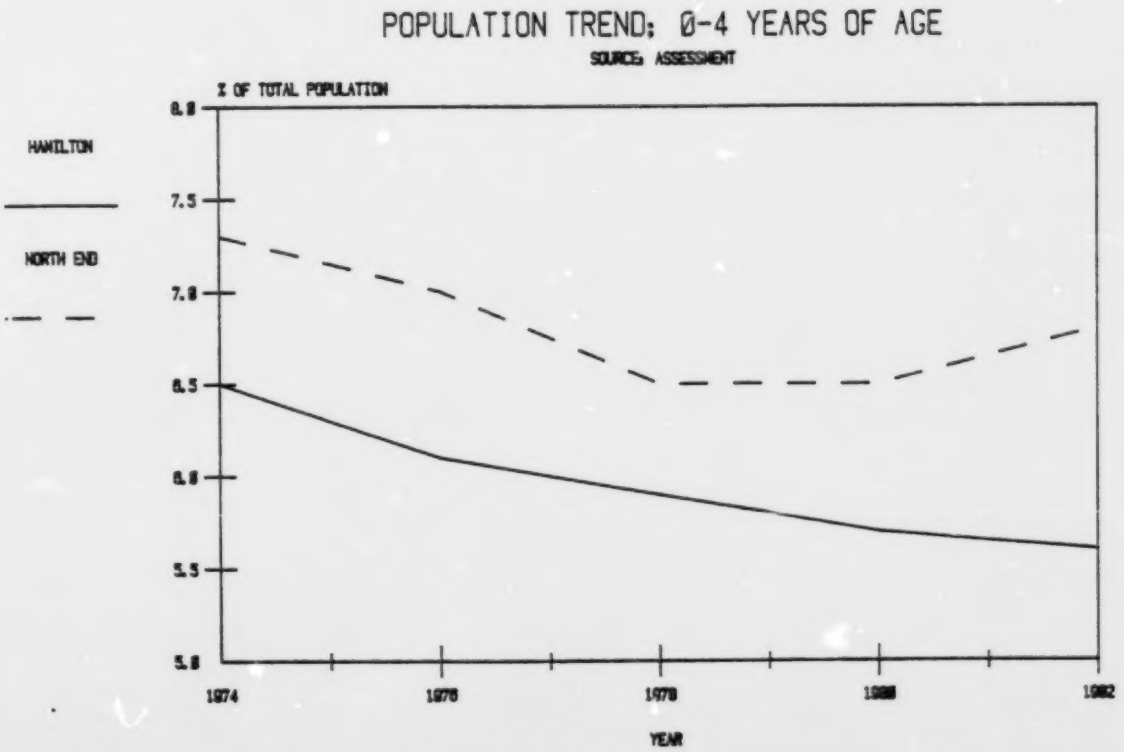


FIGURE 3

POPULATION TREND; 5-13 YEARS OF AGE

SOURCE: ASSESSMENT

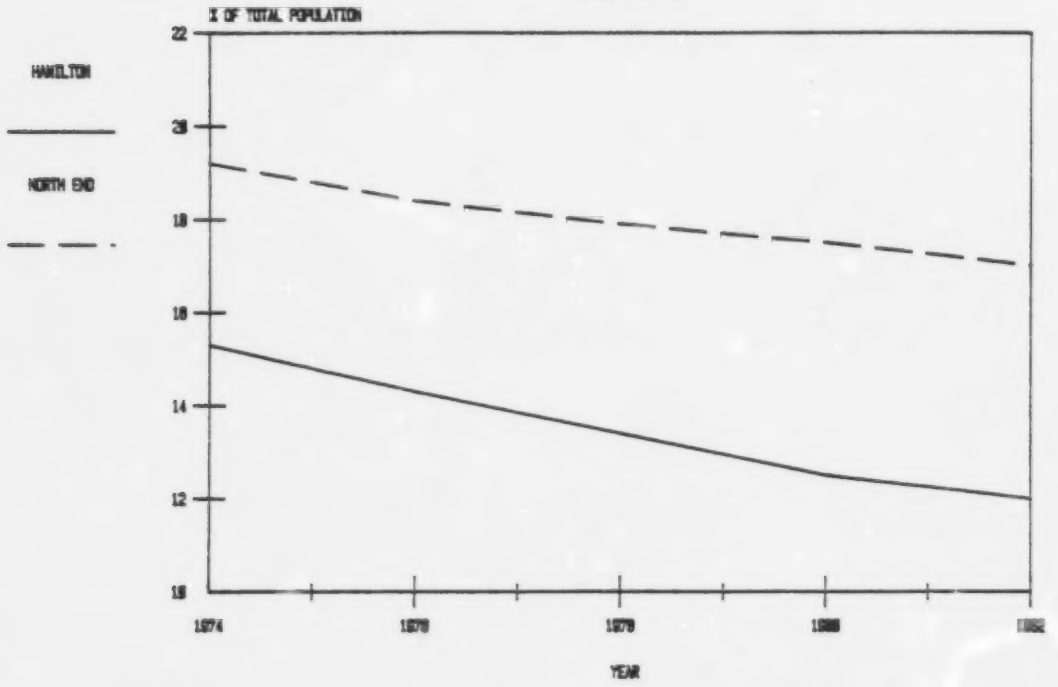


FIGURE 4

POPULATION TREND; 14-18 YEARS OF AGE

SOURCE: ASSESSMENT

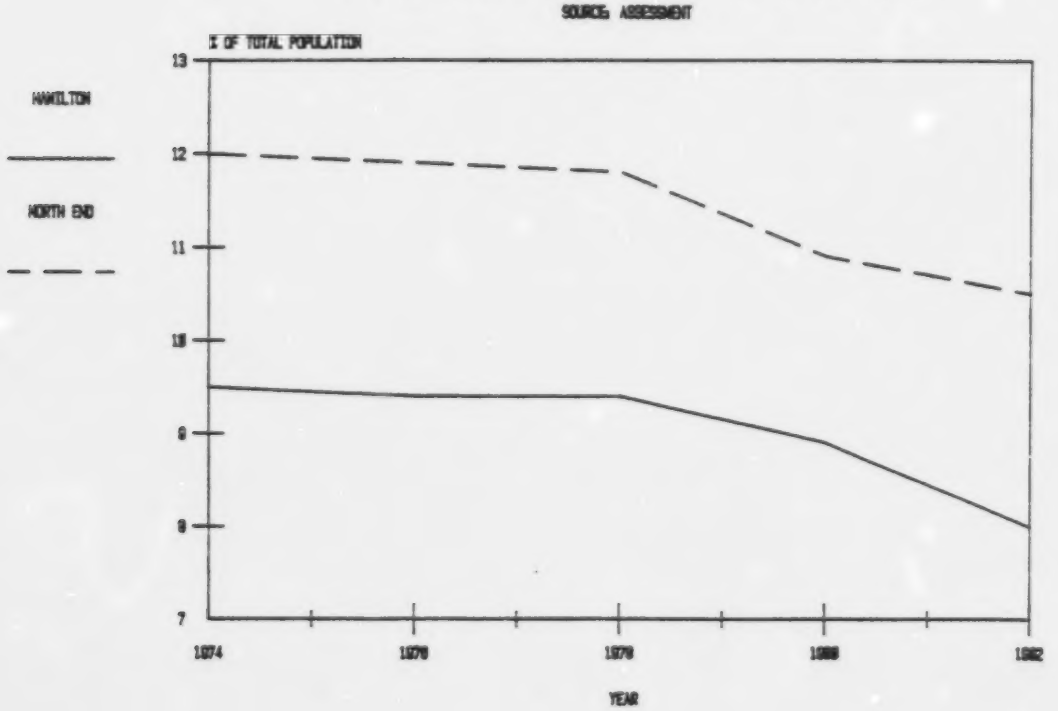


FIGURE 5

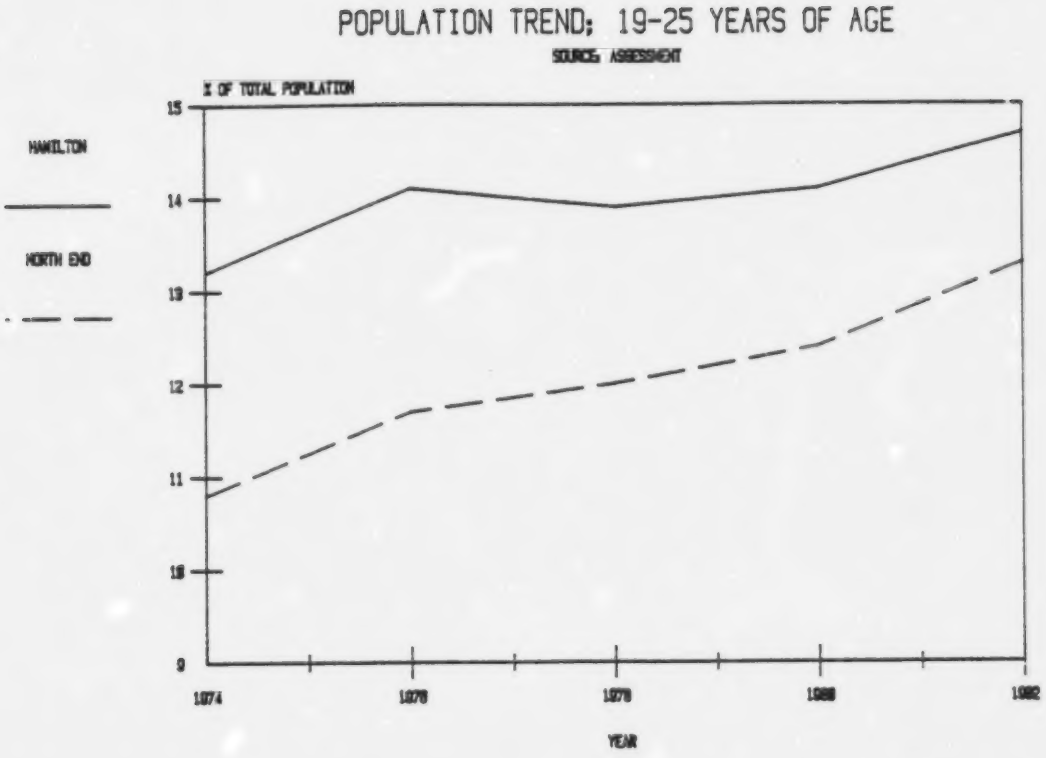


FIGURE 6

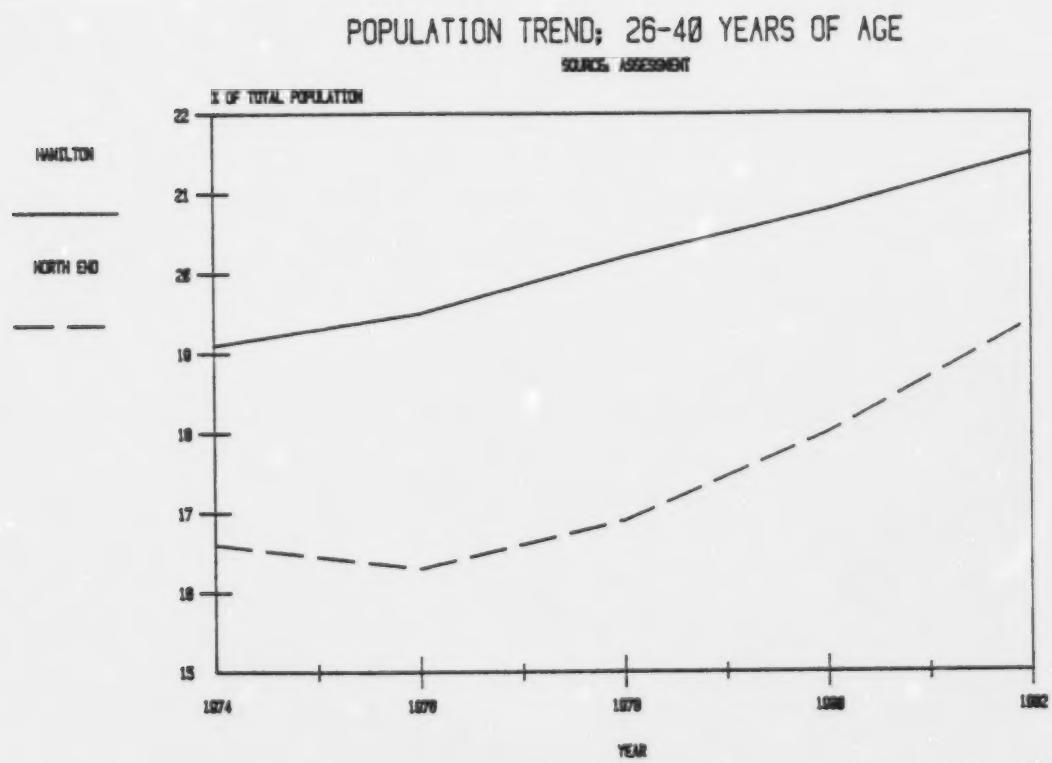


FIGURE 7

POPULATION TREND; 41-64 YEARS OF AGE

SOURCE: ASSESSMENT

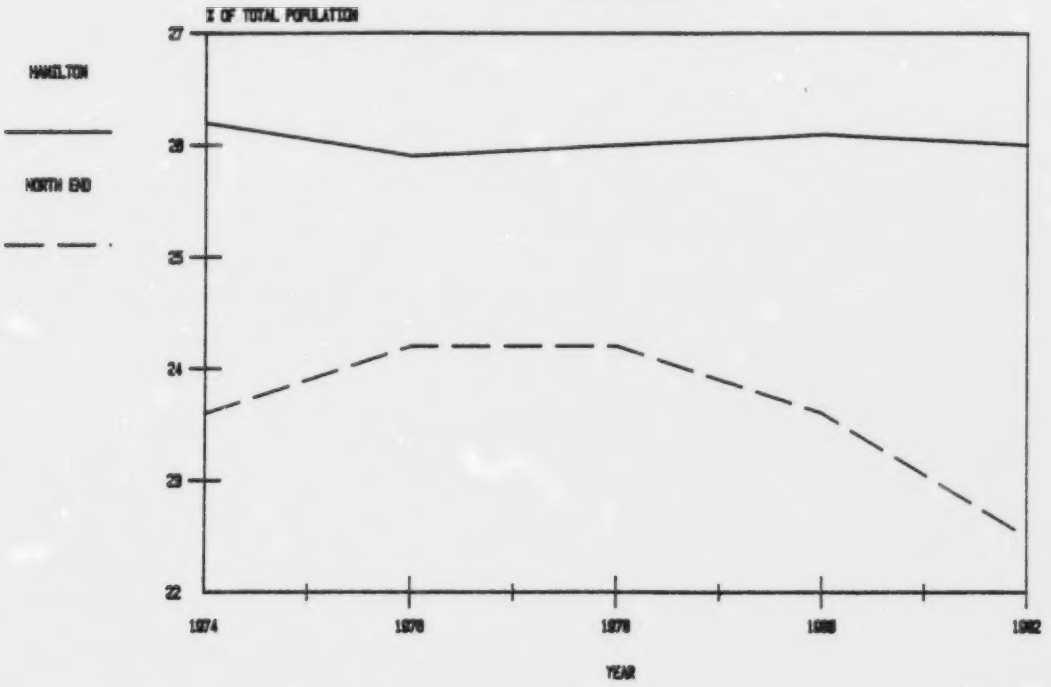
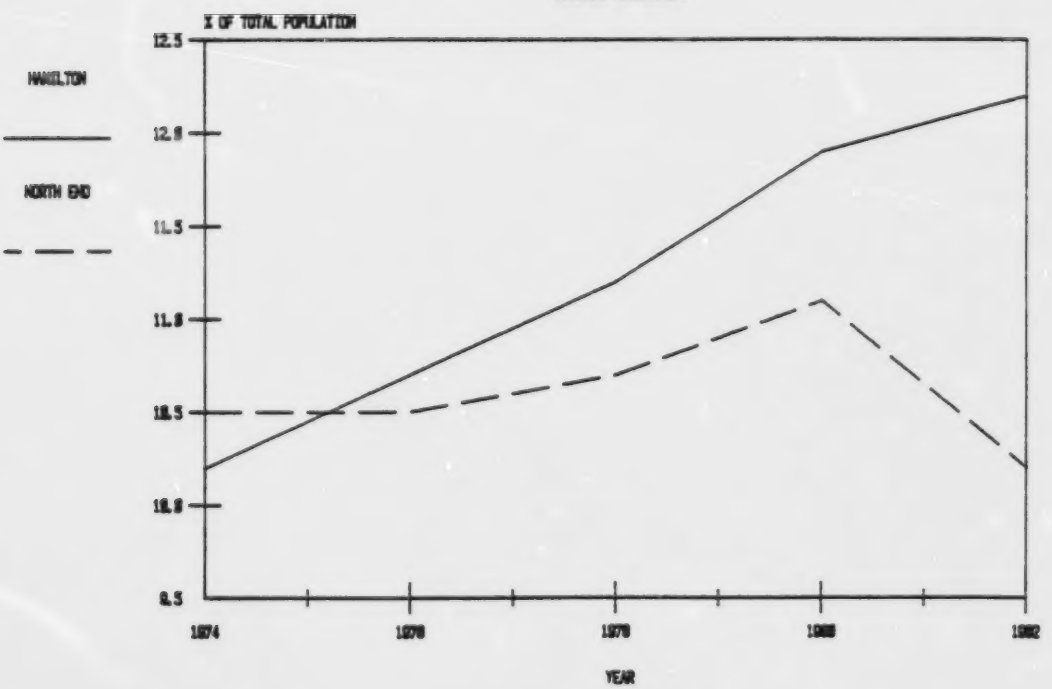


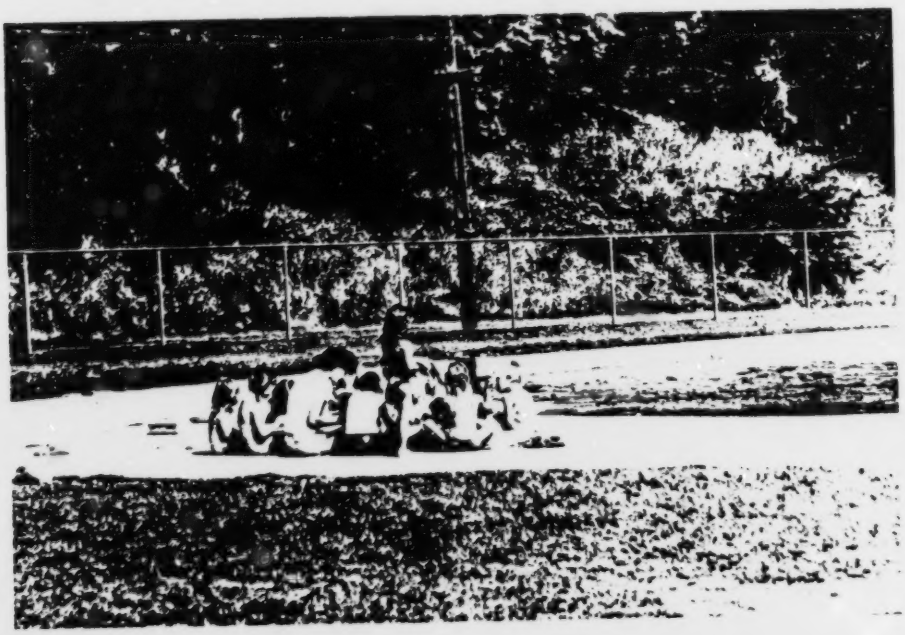
FIGURE 8

POPULATION TREND; OVER 64 YEARS OF AGE

SOURCE: ASSESSMENT



Adults 19 - 64 increased 3.8% in the North End and 2.9% in the City. Adults over 64 increased .5% in the North End and 1.9% in the City. These figures show that the North End is regenerating. These are promising signs.



CHILDREN - EASTWOOD PARK

2. LAND USES

Existing land use is shown on Map 4.

2.1 Residential Land Use

There are approximately 950 residents within the Study Area. The majority of homes are single-family dwellings with some semis and row housing units scattered throughout the area.

FERRIE STREET WEST

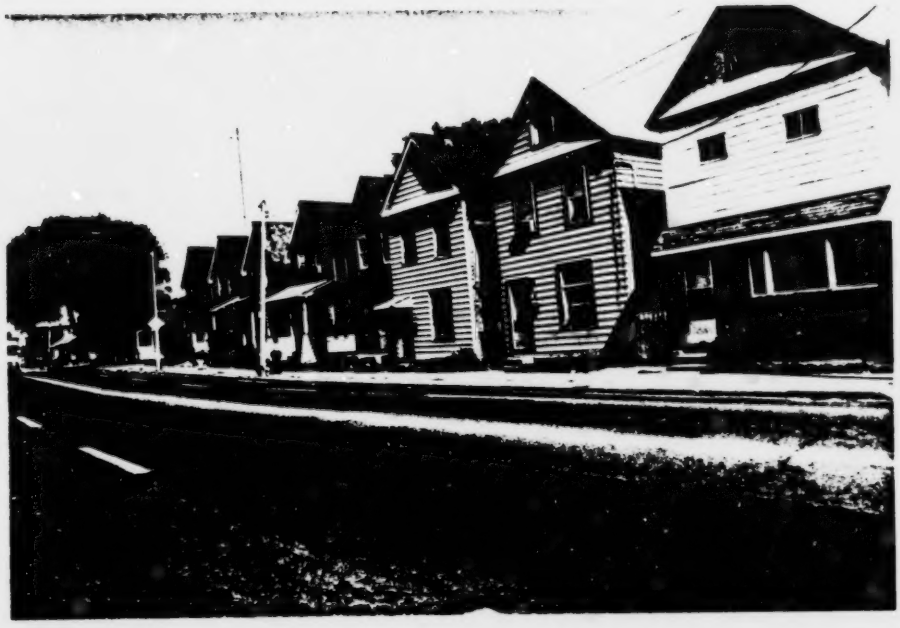
Three high-rise apartment units are located near the waterfront:

- 500 MacNab Street North (Ken Soble Towers) is 17 storeys high and contains 146 senior citizen apartments. It is an Ontario Housing Project;
- 600 John Street North is 19 storeys and contains 110 units; and,
- 35 Brock Street is 22 storeys and contains 128 units.

These three buildings are highly visible from the downtown and the Escarpment, but are the exceptions in an otherwise low-rise area. The rest of the study area is very much a low profile, ground related, traditional type of residential neighbourhood. Housing is generally in good condition and a considerable amount of renovation and rehabilitation has been and is being undertaken. Although not a full-scale gentrification, the area is showing promising signs of regeneration through home improvements.

MACNAB STREET NORTH

The only properties in poor condition are several along Burlington Street near Mary and adjacent to Steeltown Boxers on Mary Street. The apartments at 600 John and 35 Brock Street are in need of maintenance.



BURLINGTON STREET EAST

MARY STREET NORTH

Building of Interest to L.A.C.A.C. (Map 5)

L.A.C.A.C. staff reviewed the area in July 1983 to survey buildings of architectural and/or historical importance. The L.A.C.A.C report follows:

The area known as the North End Waterfront occupies one of the finest natural sites that the City of Hamilton has to offer. Its history dates from the pioneer era of settlement when the North End functioned as Port Hamilton, a separate waterfront community established to service the needs of the City's rapidly growing shipping industry.

The following are observations on the architectural heritage of the area - its relationship to the natural surroundings and its role in the present day community:

1. Orientation to the Waterfront has been maintained

- Vistas to the waterfront are offered from open public land - Pier 4, the Playground, Simcoe and other streets;

- Additional views to the waterfront are available from semi-public clubs and private homes;

- Community was built on a rise of land overlooking the bay - buildings are low in height which maximizes visual accessibility to waterfront; and,

- Street pattern (Bay/Guise Streets) follows waterfront line.

2. Building type and land use has become relatively uniform

- Buildings set back from the waterfront are almost entirely residential in character in the area under study, giving coherence to the whole;

- The exception is the architecture directly on the shoreline - these structures for the most part have a water-related use, (sailing, rowing clubs, H.H.C., Naval grounds). The only historic waterfront structure to survive is the Sail Loft at 471 Bay Street North; and,

- At present, there is relatively limited public use of the waterfront lands.

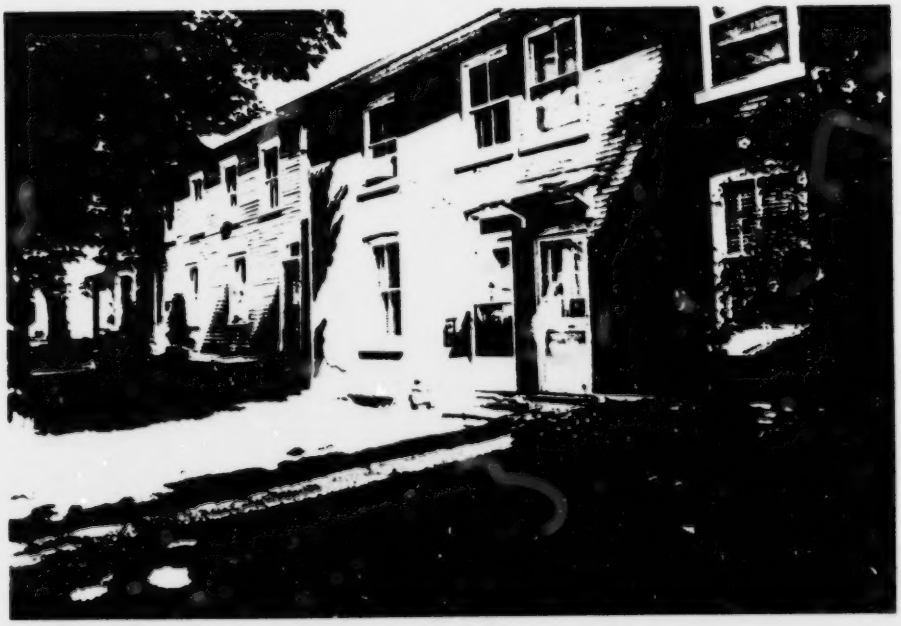
3. Area may be generally characterized as a long-established community, small in scale, densely populated and enhanced by the beauty of its natural setting

- Residences are generally attractive, simple structures - predominantly one-to-two stories, brick or frame (frame is relatively unusual in a large Ontario city); small-scale preserves relationship of built environment to natural setting;

- Boundaries of the North End are clearly defined by the bay, C.N. tracks, Eastwood Park/Naval Grounds as well as by the industries to the east. This establishes a sense of community which reflects its historic origins as Port Hamilton;

- Wild vegetation along waterfront slope and trees, bushes and gardens on the narrow lots provide a pleasant setting for buildings - reminiscent of a small town; and,

- Prevalence of nineteenth century housing throughout the area accounts for the pleasant heritage character and the sense of tradition and stability that characterizes the district.



FERRIE STREET WEST

2.2 Commercial Land Use

The North End study area has few commercial facilities. The major concentration of such uses is in the Hamilton Harbour Commission's office building at 605 James Street North. Otherwise, the only commercial uses are variety stores, a bank and small offices, and the Sail Loft at 471 Bay North.

2.3 Industrial Land Use

Industrial uses are focussed on and near Piers 8 and 10, major docking areas operated by the Hamilton Harbour Commission.

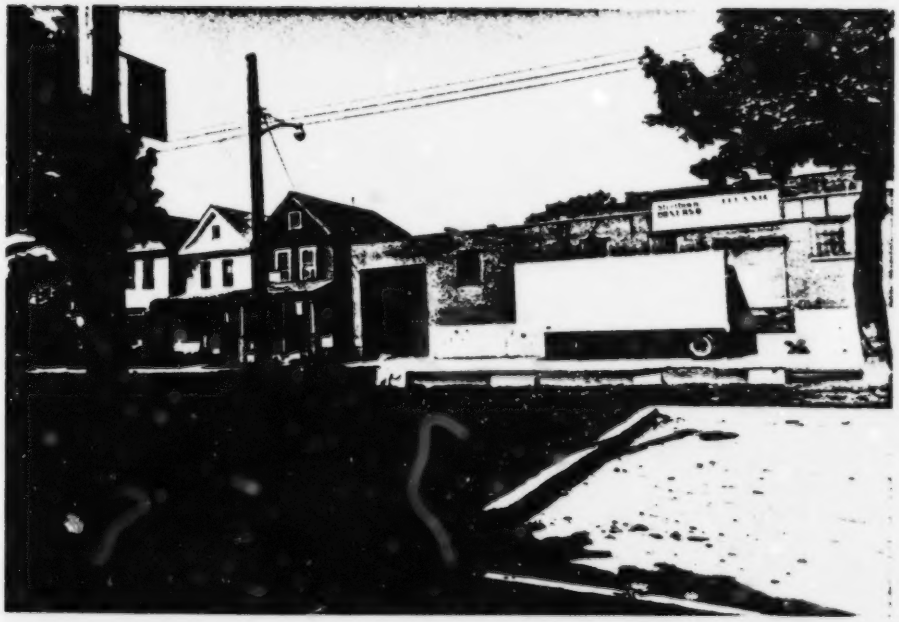
PIER 8

Industrial uses located near the harbour facilities include:

- Laidlaw Transport;
- McKeil Work Boats;
- Bermingham Construction;
- Hendrie and Co. Transport; and,
- Amstel Breweries Ltd.

Other industrial uses are located within the study area:

- Steeltown Boxers - 562 Catharine Street North;
- B and J Electric - 11 Brock Street;
- Century Welding - 20 Brock Street;
- Percy Brusey, Awnings - 497 Hughson Street North; and,
- L & P Autobody and Repair - 560 Hughson Street North.



STEELTOWN BOXERS

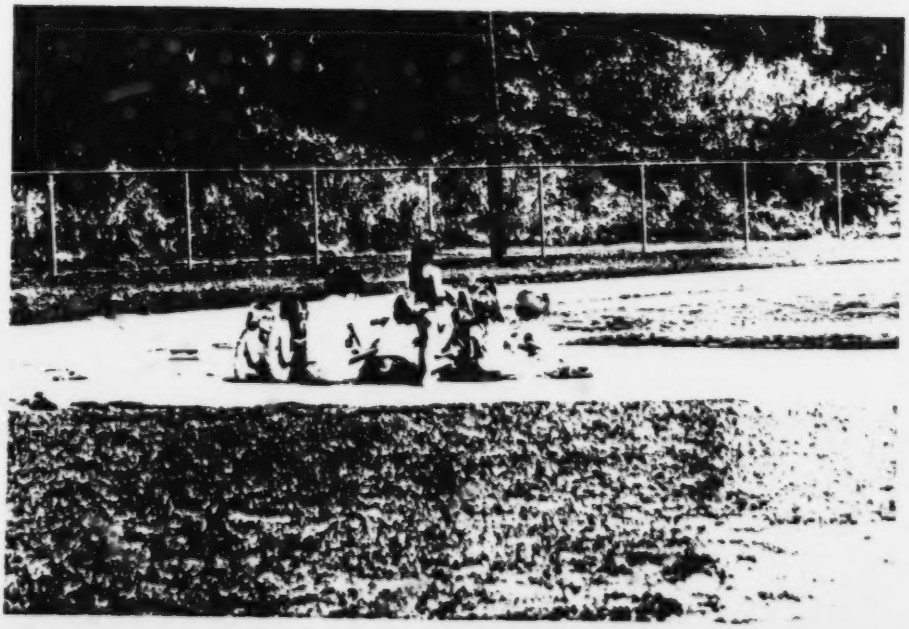
2.4 Parks and Open Space

There are four park areas within the study area boundary:

- Eastwood Park in the northeastern corner is 16 acres

  Facilities include an outdoor pool, hockey arena, baseball diamonds, soccer pitch, playground, wading pool, and play structures. The park appears to be well used. Equipment, structures, and the grassed areas could be improved and updated. The park is utilized as a Community Park.

EASTWOOD PARK



- Bayview Playground at the corner of Bay and MacNab is one acre.

  It has swings, a climber, a wading pool, and shelter plus washrooms. It is designated for neighbourhood use. The Department of Culture and Recreation indicates that the concrete shelter is constantly vandalized and broken into, and the playground and wading pool are poorly attended. Consideration is being given to removing summer staff from this location.

BAYVIEW PLAYGROUND

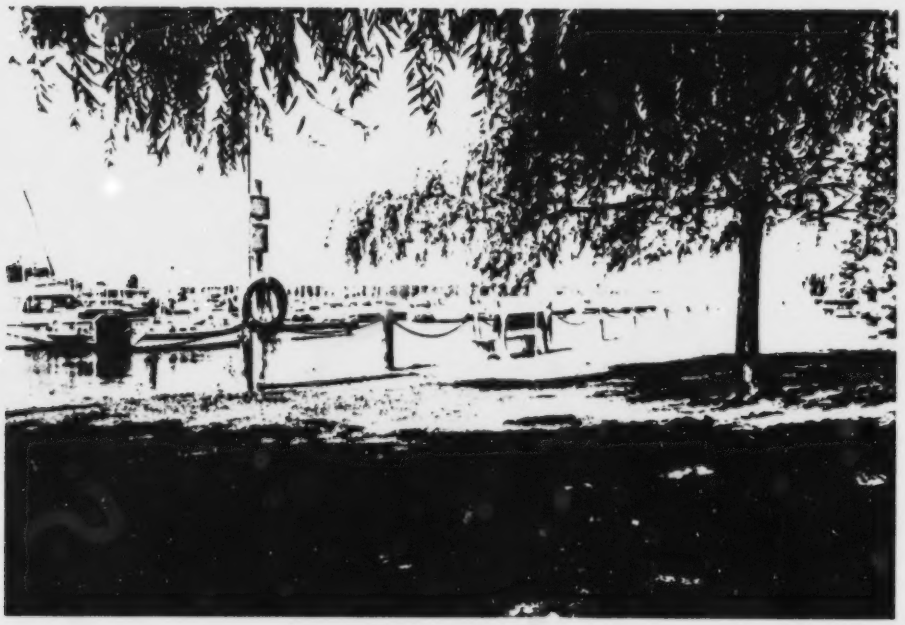
- Pier 4 Park lies along the shore between MacNab and the junction of Bay and Burlington Streets. Four and one-half acres are level land and one and one-half acres slope steeply up to Bay Street. The site is presently undeveloped, although some temporary uses, such as the "Y" Sailing Club and Cap'n Bob's Boat Tours are utilizing park space. A helicopter pad is also located on Pier 4 lands.

PIER 4 PARK

The shoreline slopes gradually down to the water's edge, making it safe for various water-oriented uses such as fishing in summer and skating in winter. It is considered part of the North End Neighbourhood open space by residents and is, therefore, a strategic piece in the waterfront development picture. Funding for park development on Pier 4 is not yet available.

PIER 4 PARK SHORELINE AND LAX LANDS

- The Hamilton Harbour Commission has provided a small park area on Pier 8. It has been developed as a sitting area and offers pleasant views of the Harbour Commission marina and the Bay.



PIER 8 PARK

There is a possibility that the Harbour Commission will relocate its activities from Pier 8 to the East Port Industrial Park, freeing up this area.

The Hamilton Harbour Commissioners have proposed a linear park linking Pier 4, Pier 8, and Eastwood Park. The proposal includes a pedestrian promenade running along Guise Street anchored by Pier 4 Park at the west and Eastwood Park on the east, reconstruction of Guise Street, and landscaping of the promenade and street including plants, lighting, and street furniture. Cost for the entire project is estimated at $1.2 million.

The City has adopted the concept proposed in principle and intends to proceed with a prestige park at Pier 4 and the approaches to Pier 4. Outside sources of funding are recommended to implement the boulevard and adjacent landscaping part of the proposal.

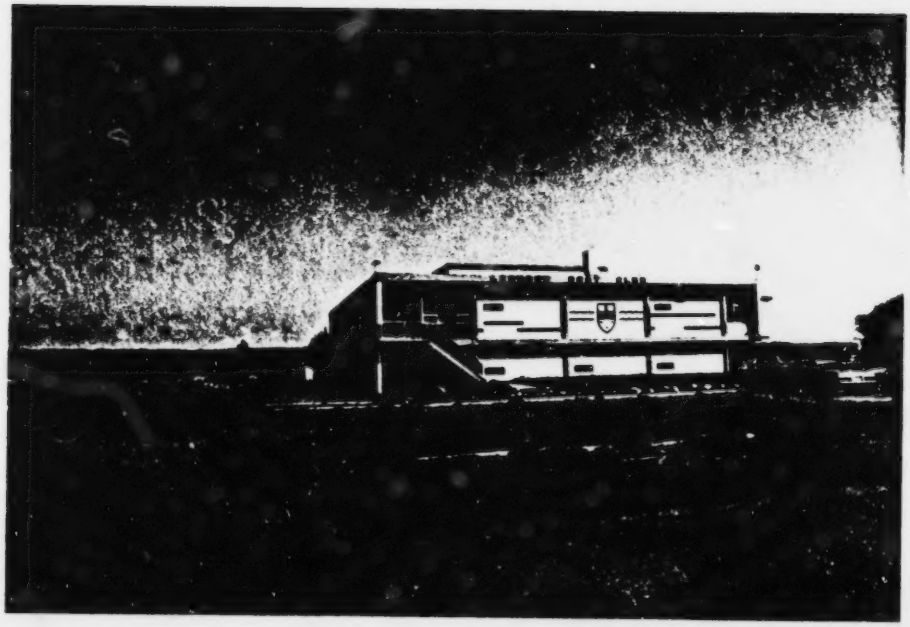
Additional open space areas exist along the waterfront (Map 6). Some are vacant and unused, such as the Lax property. Others are leased to various boating and yacht clubs by the Hamilton Harbour Commission or utilized by the Commission itself.

The Harbour Commission's Marine Dockyard accommodates 226 boat slips and 40 moorings in the south shore area. Slips rent for between $450. and $850. per season depending on the size.

MARINE DOCKYARD

The Royal Hamilton Yacht Club has 129 boat slips renting for $500. to $875. It also has 50 off-shore moorings and a dry sail area.

The Leander Boat Club is a rowing club and provides a clubhouse to its members.



LEANDER BOAT CLUB

MacDonald Marine Services and Macassa Bay Yacht Club provide additional boat slips and mooring facilities.

MACASSA BAY YACHT CLUB

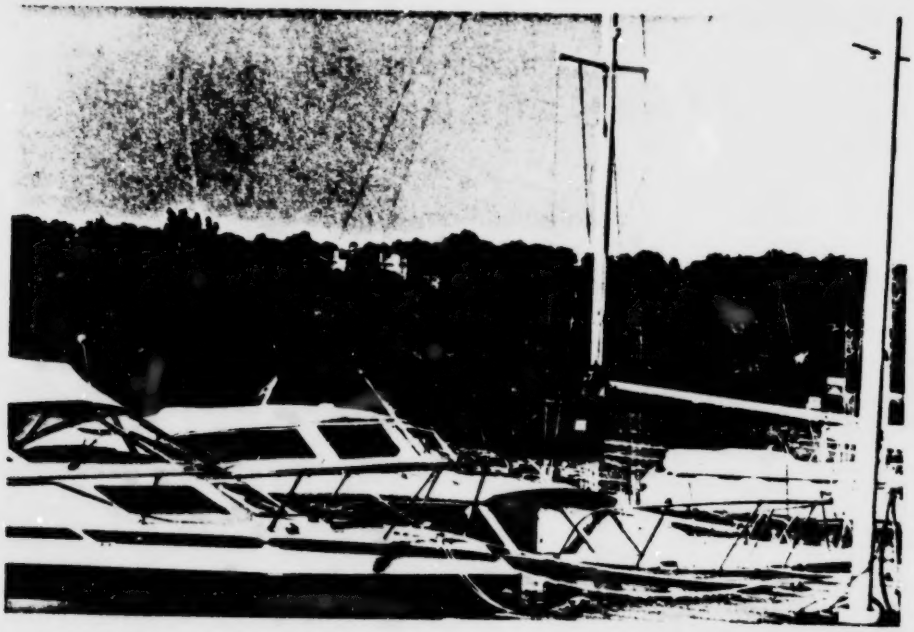
2.5 Vacant Land

The Lax property is a very significant piece of vacant land (Map 7). Consisting of some 42 acres, it has been the subject of an ongoing controversy between the City and its owners. Most recently, differences have arisen with regard to the ultimate use of the land.

The Lax Brothers have proposed a prestige business park along with marinas and related commercial facilities, and a linear park on the periphery. This does not conform with the City's plans for the area.

The Minister of Municipal Affairs and Housing has referred land use and policies for this property to the Ontario Municipal Board. The City has commenced negotiations with the owners to purchase the property.

LAX PROPERTY



Lands on the west side of Bay Street between Simcoe and Strachan Streets are also vacant and would make attractive passive park space because of the gentle slope and views to the west.

3. PLANNING CONTROLS

3.1 City of Hamilton Official Plan

The City of Hamilton Official Plan was approved on June 1, 1982. It sets out five different future land uses for property within the study area (Map 8).

1. The waterfront area is designated Open Space. However, the Lax property and surrounding waterlots were deferred for further consideration under Section 14(3) of The Planning Act.

   The land use designation for this area and the relevant policies have now been referred to the Ontario Municipal Board by the Minister of Housing at the request of the Lax Brothers.

   The Open Space designation generally permits parks, recreation areas, pedestrian pathways, and hazard lands. Limited commercial uses, which are ancillary to and support the primary Open Space use, are also permitted.

   Specific policies are included in the Official Plan in reference to Open Space in the vicinity of Hamilton Harbour. These are:

   In areas designated OPEN SPACE in the vicinity of Hamilton Harbour, Council, where feasible and desirable, will:

   i) Recognize recreation as a signficant re-emerging use of the Harbour;

   ii) Establish or acquire the western harbour for predominantly OPEN SPACE and recreation purposes;

   iii) Ensure that establishment of marina facilities will be in areas with sufficient access, back-up space, proximity to suitable waters, and which require a minimum of landfill;

   iv) Co-operate with the Hamilton Harbour Commissioners, Hamilton and Halton Regional Conservation Authorities, Provincial Ministries, the City of Burlington and others, in their efforts to establish recreational facilities and a functional OPEN SPACE network and to establish the carrying capacity of the Harbour for additional marina facilities;

   v) Acquire or establish access corridors and/or scenic linear easements to ensure public access to the Harbour; and,

vi) Have regard for the provisions of Subsection A.2.5 (Open Water), in addition to the provisions of Special Policy Areas 2, 5, and 10, as set out in Subsection A.2.9.

The waterfront lands within the North End are further designated as Special Policy Area 5 in the Official Plan (Map 9). Within this area, various water-oriented uses are permitted and encouraged such as marinas, related clubhouses, maintenance, repair and storage facilities, and commercial uses such as seafood restaurants, cafés, and other small-scale commercial uses that architecturally enhance and encourage public attraction to the waterfront area.

When development is proposed in the area, Council will require a Design Plan for the entire Special Policy Area showing the permitted uses, public space, the traffic system, pedestrian walkways, protection of the natural features of the area, and assurance of privacy for adjacent residents. The Design Plan will be adopted by Council after consultation with area property owners.

A Development Report is also required explaining the reasoning behind the proposal and how it is feasible and desirable.

A site plan is required as well showing buildings and open space. The policies specifically mention regulation of building heights to protect existing views of the Harbour from adjacent residential properties.

The Open Space and Special Policy Area 5 designation and policies in the Official Plan, as they apply to the Lax property, have been referred to the O.M.B. by the Minister of Municipal Affairs and Housing. The Open Space policies recognize the desired future land use and not the existing situation.

2. Water between the existing shore and the Harbour Headline is designated Open Water. This designation applies to water bodies that should be preserved in their natural state because they perform valuable aesthetic, ecological, and economic functions. Limitations are placed on filling and alterations to these waters. The Open Water policies in the Official Plan were originally deferred from the Minister's approval of the Official Plan. These policies have now been referred by the Minister to the O.M.B. along with the Open Space designation and policies as they apply to the Lax property.

LOOKING FROM PIER 4 TO PIER 8

3. The intersection of Guise, Burlington, and James Streets is designated Commercial on all sides except the southwest corner. The Commercial designation permits establishments involved in the buying and selling of goods and services, business offices, hotels, and convention and entertainment facilities. Limited residential uses are also permitted.

   Additional commercial uses are permitted, provided they are small facilities intended to serve the daily retail needs of surrounding residents by means of pedestrian access. Termed "Local Commercial" facilities, these are to serve local residential areas only with convenience goods and personal services. Local Commercial uses are permitted within the Residential designation subject to a zoning amendment only. The location of Local Commercial uses will be designated by Neighbourhood Plans.

Provisions are also provided in the Official Plan to minimize the impacts of commercial uses on adjacent residential areas. The Commercial policies reflect the desired future land use in the area.

4. The interior lands within the neighbourhood are designated Residential, which permits all types of dwellings. In addition, as part of the Central Policy Area in the Official Plan, the North End is subject to special residential policies designed to promote and protect housing in this area because of its close proximity to the downtown.

   Policies are outlined which elaborate on the primary role residential development plays, and should continue to play, in this area. These include:

   - accommodation of a wide variety of densities, unit sizes, building styles, incomes, and household groups;
   - removal or reduction of noxious impacts on residential uses;
   - relocation of non-residential uses from stable residential areas;
   - encouragement of appropriate community and neighbourhood facilities, parks, health services, schools, daycare, and other related uses;
   - new development compatible with the established character of surrounding uses;
   - provision of on-site open space in new high density developments;
   - encouragement of innovative designs for high density developments as alternatives to high-rise;
   - mixed Commercial/Residential developments in appropriate locations;
   - residential rehabilitation;
   - rerouting of through traffic away from residential areas; and,
   - priority for park and open space networks for pedestrians and cyclists throughout the area and linking other parts of the Central Policy Area.

   The Residential designation primarily recognizes existing uses.

5. The area north of Burlington Street, between Ferguson and Wellington and lands along the CNR line, are designated Utilities. This designation permits passenger terminals, freight handling facilities and related storage, railway, warehousing and parking areas, electric power facilities, pipelines and natural gaslines, and major road facilities.

   On Pier 10, additional uses related to shipping, marine freight, related storage, vessel and barge docks and other harbour related uses are also permitted. The Utilities designation primarily recognizes existing uses.

3.2 The Central Area Plan

The Central Area Plan was adopted by City Council on January 13, 1981. It provides a land use guide for the Central Area of the City at a greater level of detail than the Official Plan (Map 10). The Central Area extends from the Bay to the Escarpment and from Queen Street to Victoria Avenue. The North End Waterfront Area is entirely included within the Central Area.

The Central Area land use strategy designates the waterfront area as Parks and Open Space and the interior as Neighbourhood Residential. Policies in the Plan indicate that the amount of park space in the Central Area should be greatly increased through priority development of neighbourhood parks and the designation and development of special park areas along the waterfront, as shown on the Land Use Plan.

Two specific policies are addressed to the waterfront:

- The waterfront area will receive particular attention for park/open space development. In this location, park design and facilities will take maximum advantage of the setting available and the benefits accruing to residents of the Central Area and City. In this regard, pedestrian and bicycle linkage to Dundurn Park to the west will be explored; and,

- The attraction of the Bay as a recreational resource will be enhanced.

  Implementation will be through Council support for ways and means to improve the water quality so that the Bay is a pleasant place to canoe, sail, row, swim, fish or view from land or water, for all users. The adequacy of engineering services in the Central Area will be carefully examined as a means to improve the Bay's water quality.

Various residential policies in the Central Area Plan are relevant to the North End residential area:

- Within the Neighbourhood Residential designation, a variety of housing types ranging from single-family to townhouse and apartment units will be promoted, taking into account adjacent uses and available services in the vicinity. Units ranging from bachelor to multi-bedroom will be available. High-density, low-rise units for families will be particularly encouraged;

- Durand, Corktown, and the North End Neighbourhoods will be preserved as prime residential locations where residential development will be enhanced and protected through provision of human and community services, zoning protection, re-routing of traffic, separation and buffering of incompatible uses and other measures which will meet that objective;

- In keeping with existing policy, through-traffic will be re-routed away from the interior of the Neighbourhood and directed to the arterial roads on the periphery. The appropriate agencies will investigate and develop a plan to reduce traffic within Neighbourhoods through signs, deterrents, and other means;

- Residential areas which are viable and cohesive will be protected from strip commercial development and encroachments and its effects such as noise, litter, traffic, and parking problems which would adversely affect the residential amenity and cause it to be less attractive;

- Development alternatives to high-rise apartment buildings in Durand, Corktown, and the North End Neighbourhoods will be encouraged in the form of low-rise, medium-density developments which are energy efficient, protect existing views and vistas and are of a high architectural standard;

- New development, which will create conflicts with existing residential development, will not be permitted. New development should be located, architecturally designed, buffered and faced to minimize the impact on adjoining residential buildings and to create a form and style consistent with the area in which it is located. This does not preclude the juxtaposition of differing uses. If the uses are compatible or can be made compatible through design, setbacks, buffering or other measures, such new uses are permissible;

- Areas of older or deteriorating housing will be preserved, wherever possible and desirable, through implementation of housing revitalization programmes and other forms of investment designed to preserve such housing;

- Redevelopment, where encouraged within Neighbourhoods, will be in the form of infilling of a scale and design which is compatible with existing development, energy efficient, and provides for high densities at low scale;

- Where feasible, residential areas will be linked to the downtown core by means of pedestrian walkways, bicycle paths and other greenway linkages which will permit residents to lessen their dependence on the car while creating pleasant walking/cycling routes; and,

- In all Neighbourhoods, the existing infrastructure of community facilities and services such as schools, hospitals, daycare facilities, drop-in centres, neighbourhood stores, parks, etc., will be maintained, improved, and augmented.

3.3 The North End Redevelopment Plan

A redevelopment plan for the North End was approved by City Council and the Ontario Municipal Board in 1963. Through a federal, provincial, and City partnership, $9.2 million was spent on improvements to local services, land acquisition, and clearance of housing.

The principal results of the Redevelopment Plan have been removal of sub-standard housing and other buildings, provision of parkland, new schools, and a community centre, and a general upgrading of housing and the "quality" of the Neighbourhood.

However, a number of vacant lots exist that have remained vacant for many years. Situated in prime locations, i.e. along James and Burlington Streets, and poorly maintained, they create unpleasant gaps in the developed area of the Neighbourhood.

At the same time, they provide ready opportunities for new development on prime sites that would not normally be available.

It is generally recognized that since urban renewal, the quality of housing has improved, the school and community centre provide needed facilities, and the neighbourhood has become more viable and attractive.

The Redevelopment Plan (Amendment 1), as approved, is shown on Map 11. Any proposed land uses, which differ from those on the Redevelopment Plan, will require an amendment approved by the Minister of Municipal Affairs and Housing.

Vacant lands owned by the City or the joint Federal, Provincial, and Municipal partnership are shown on Map 7. These lands must be sold for redevelopment in accordance with the designations indicated on the Redevelopment Plan unless amended and approved by the Minister.

Lands along Strachan Street and Bay Street North are to be utilized for an interchange for the Industrial Perimeter Road. Lands at the foot of Strachan and Simcoe Streets are designated Waterfront Uses.

3.4 North End Neighbourhood Plans

The North End East and West Neighbourhoods were reviewed by the North End Citizens' Committee over an eight-month period in 1975 and 1976. This study, as part of the City's ongoing neighbourhood planning process, examined various concerns and issues in the two Neighbourhoods and resulted in a detailed land use plan and programme (Map 12).

The waterfront area (all lands west of Nichol, Bay, and Guise Streets and north of the Dock Service Road) was not included in the Neighbourhood Plans pending determination of jurisdiction between the City and the Hamilton Harbour Commission.

Other lands within the study area were designated primarily Residential (Single and Double) with some Park, Commercial, and Residential (Attached Housing and Medium Density Apartments) designations.

The Neighbourhood Programme for the North End East and West follows:

GOALS

The analysis of existing conditions and questionnaires, and the discussions with the Citizen's Committee, led to the development of the following broad goals concerning the North End Neighbourhoods:

1.	Traffic	- To review vehicular and pedestrian needs with a view to providing adequate and safe facilities for the North End.
2.	Parks	- To provide adequate parks, open space, and recreation facilities that are both accessible to all areas and functional for all age groups.
3.	Housing	- To provide a range of housing types to accommodate the needs of all social and income groups.
4.	Municipal Improvement	- That the City encourage and participate in the improvement of conditions and facilities for the North End.

NEIGHBOURHOOD PLAN

The goals for the neighbourhood have been translated into a proposed land use plan which is intended to guide the future development of the area. The plan is attached as Schedule "A". Following is a brief description of the principal elements of the plan and some qualifying remarks on certain features.

1. Residential

The existing residential areas are to remain in a residential designation. The maintenance and preservation of existing housing should be encouraged and redevelopment limited to a low density type except where otherwise designated. To achieve a desirable variety and balance of dwelling types, multiple residential development should be encouraged to locate on designated lands along James Street.

2. Commercial

The plan recognizes existing commercial areas along James Street and the local neighbourhood convenience outlets spread throughout the area. Future commercial uses are provided for along James Street and at the southwest corner of Ferrie Street and Mary Street.

3. Open Space, Parks, and Waterfront

The plan designates the large open space and water areas in the western part of the area as open space. It is hoped that these open spaces will provide natural areas suitable for passive recreation purposes.

Existing parks are recognized and an additional park is designated at the northeast corner of Bay Street and Strachan Street. In the long term, an additional small park should be located in the vicinity of Simcoe Street and Ferguson Street to serve this relatively isolated area. In the interim, lands which had been acquired for the Perimeter Industrial Road should be made available for parks and open space purposes.

The plan also designates the large industrial area north of Guise Street, the Dock Service Road, and Burlington Street (east of the Dock Service Road) for Waterfront uses development as these lands become available from the Hamilton Harbour Commission.

4. Industrial Utilities and Transportation

Existing industrial uses southwest of the C.N.R. spur line over to Wellington Street and the existing utilities and transportation uses are recognized by the plan. As mentioned previously, the industrial uses located generally north of Burlington Street are designated for Waterfront uses development in the future. Other small scattered industrial uses are designated for redevelopment as designated in the plan.

5. Institutional

Institutional uses in the area are recognized by the plan.

NEIGHBOURHOOD PROGRAMME

The Neighbourhood Programme, together with the Neighbourhood Plan, is designed to implement the goals, objectives, and recommendations of the North End Citizens' Committee.

TRAFFIC

Objective 1 - To reduce the amount of through traffic using the North End.

Recommendations:

i) Urge the expeditious completion and implementation of the Perimeter Industrial Road Study;

ii) Investigate the use of traffic controls at Bay Street and Strachan Street and John Street and Strachan Street; and,

iii) Close Simcoe Street East at Wellington Street.

Objective 2 - To discourage truck traffic destined for the industrial area north of Burlington Street from using local streets in the North End.

Recommendations:
i) Close Guise Street at John Street; and,
ii) Improve the enforcement of the truck route by-law.

Objective 3 - To reduce the amount of congestion in residential areas caused by on-street parking.

Recommendation: Investigate the means available to provide public and/or private parking lots or spaces in the congested areas.

Objective 4 - To increase the amount of parking available for commercial uses and other heavy traffic generators.

Recommendation: Investigate means of providing additional parking facilities either permanent or temporary for the Bennetto Centre, Eastwood Park, and the Yacht Club.

PARKS

Objective 1 - To increase the amount of small developed parks in areas distant from existing parks.

Recommendations:
i) Establish and develop the vacant lot at the northeast corner of Bay Street and Strachan Street as a park for organized play;
ii) Establish and develop a park in the vicinity of Simcoe Street and Ferguson Avenue; and,
iii) Until such time as the land is needed for another purpose, specifically for the Perimeter Industrial Road, utilize the land east of Ferguson Avenue at C.N.R. spur line for the park recommended in Subsection ii)

Objective 2 - Increase and improve the amount of open space available in the North End.

Recommendations:
i) Utilize and landscape the lands designated for utilities and transportation south of Strachan Street until they are required for other purposes;
ii) Urge the acquisition and development of the bay-shore and waterlots in the western part of North End for open space purposes; and,

iii) Provide small landscaped areas in existing parks for use as passive open space areas.

Objective 3 - To improve the variety and amount of recreation programmes and facilities available in the North End.

Recommendations:
i) Provide increased public time at existing recreation facilities;
ii) Provide natural ice rinks in parks when possible; and,
iii) Encourage alternative uses of existing facilities when possible - e.g. tennis courts for ground or floor hockey, paved or concreted areas for rollerskating, etc.

HOUSING

Objective 1 - To concentrate future multiple residential development.

Recommendations:
i) Remove multiple residential land use designations from lands not located adjacent to James Street;
ii) Designate part of the east half of the MacNab, Burlington, James, Wood Streets block for multiple residential uses; and,
iii) Encourage the development of the vacant lots along John Street designated for multiple residential uses.

Objective 2 - To improve the appearance of residential areas.

Recommendations:
i) Demolition of substandard housing in the area;
ii) Improve enforcement of the property maintenance by-law by the authority responsible; and,
iii) Encourage the development of vacant lots in the residential areas for one and two family dwellings.

MUNICIPAL IMPROVEMENT

Objective 1 - To improve the overall appearance of the North End.

Recommendations:
i) The City maintain its properties and buildings in good repair;

ii) The condition of roads and sidewalks be inspected and the appropriate actions be taken to repair or rebuild those which are below standard; and,

iii) The City encourage and enforce the maintenance of all properties in the North End.

Objective 2 - The City encourage and provide, where necessary, the availability of neighbourhood amenities and services.

Recommendations:

i) Promote the establishment of medical-dental facilities in the North End;

ii) An alternate part-time north-bound bus routing along John Street be investigated; and,

iii) The completion and repair of the east boundary fence of Eastwood Park.

NOTE: It is impossible to predict the actual length of time that it will take before the proposed plan is realized. It is also unlikely that all of the areas designated for change will, in fact, change for many years to come. There is, therefore, no guarantee as to the length of time needed to attain the final plan or a definite date when the final plan will reach all of its ultimate proposals.

3.5 Zoning

Existing zoning is shown on Map 13. The residential area within the study area is zoned "D" (Residential, One and Two Family) with pockets of "E" (Multiple Dwellings) to recognize existing apartment blocks along Guise Street.

Lands along James Street North, between Burlington and Guise Streets, are zoned "H" (Commercial).

Waterfront land , between Simcoe Street and approximately the foot of MacNab Street, is zoned "F" (Special Waterfront). Lands east of MacNab along the waterfront to Wellington Street are zoned "J" (Light and Limited Heavy Industry). A sliver of land extending westward into the Lax property from Simcoe Street and lands bordering Bay Street, between Simcoe and Strachan Streets, are also zoned "J". A block of land, between Simcoe Street and Strachan Street, is zoned "E". Lands abutting the CNR freight yard are zoned "K" (Heavy Industrial).

Several rezonings have occurred since 1975. These are listed below:

FILE	ADDRESS	CHANGE	STATUS
ZA 75-47	560-576 James St. N. 12 Burlington St. E. 9 Wood St. E.	From "D" (Residential) to "CR-2" (Commercial-Residential)	Abandoned
CI 76-G	Southwest corner of Bay St. N. and Simcoe St.	From "E" (Multiple Dwellings) to "A" (Conservation, Open Space, Park, and Recreation)	Witheld
ZA 82-52	587 James St. N. and southwest corner of James and Burlington	From "D" (Residential) to "H" (Commercial)	Approved
ZA 83-30	40-50 Guise St.	From "D" (Residential) to "H" (Commercial)	Denied
ZA 83-31	2 Guise St.	From H/S-106 (Commercial) to "E" (Multiple Dwellings)	In Progress

The City recently initiated a comprehensive rezoning of the waterfront area in order to implement the new City of Hamilton Official Plan. The principal effect of the City's action is to introduce a new zoning district applicable to the waterfront. Termed "F1" (Waterfront Recreational), it permits commercial, public, and residential uses that are related to waterfront recreation and reflects the City's desire, as outlined in the Official Plan, to create recreational and recreational/commercial opportunities in the west harbour area.

The Lax property is rezoned to "L-f1" (Planning Development) District. The purpose of this is to establish interim zoning on these lands. The creation of new uses is not permitted except by formal zoning amendment. It is intended that the lands zoned "L-f1" will be rezoned to "F1" in response to a zoning by-law application following completion of a Neighbourhood Plan for the area. The Secondary Plan may provide for zoning alternatives.

The Public Meeting to discuss the new zoning for the West Harbour area was held on July 13, 1983. The City is now awaiting permission from the Ontario Municipal Board to circularize the proposed by-law changes.

The proposed zoning amendments are described in the following:

PROPOSED ZONING AMENDMENTS

The proposed zoning changes, which will affect your neighbourhood, are shown on the attached appendices. It is proposed to rezone the following areas:

APPENDIX	BLOCK		REZONING
"A"	"1"	FROM:	"F" (Special Waterfront) District and "J" (Light and Limited Heavy Industry) District.
		TO:	"F1" (Waterfront Recreational) District.
	"2"	FROM:	"F" (Special Waterfront) District.
		TO:	"F1" (Waterfront Recreational) District
	"3"	FROM:	"E" (Multiple Dwellings, Lodges, Clubs, etc.) District, "J" (Light and Limited Heavy Industry) District and "K" (Heavy Industry) District.
		TO:	"A" (Conservation, Open Space, Park and Recreation) District.
"B"		FROM:	"F" (Special Waterfront) District.
		TO:	"D" (Urban Protected Residential - One and Two Family Dwellings) District.
"C"	"1"	FROM:	"F" (Special Waterfront) District, "J" (Light and Limited Heavy Industry) District, and "K" (Heavy Industry) District
		TO:	"L-f1" (Planned Development) District.
	"2"	FROM:	"F" (Special Waterfront) District.
		TO:	"F1" (Waterfront Recreational) District.

PERMITTED USES

1. "A" (CONSERVATION, OPEN SPACE, PARK AND RECREATION) DISTRICT

1.1 A public or private forest, wildlife reservation or other conservation project, or a reservation for hiking, picnicking, skiing, or other such outdoor sports.

1.2 A golf course, bowling green, tennis court, playground, playfield, play lot, picnic ground or other such recreational use except one carried on as a business, or of a kind that is customarily carried on as a business.

2. "D" (URBAN PROTECTED RESIDENTIAL) DISTRICT

2.1 Primary uses include single-family and two=family dwellings.

3. "F1"(WATERFRONT RECREATIONAL) DISTRICT

3.1 COMMERCIAL

(1) A jetty, marina, boathouse, and facilities for the sales, service, storage and launching of boats, sea planes and accessories.

(2) A retail store, or a showroom or sample room, for the sale of jewellery, crafts, gifts and souvenirs; clothing; flowers photographic equipment; teas; coffees; spices and specialty foods; imported goods bazaar; fish; antiques; or any ship chandler engaged in the supply or outfitting of recreational boats.

(3) A bank.

(4) A photographer's or artists's studio.

(5) A restaurant, tavern or refreshment stand.

(6) A sailing, boating or navigational school including facilities for the launching, mooring or storage of boats and accessory equipment.

(7) An amusement park.

(8) An establishment for the sale of bait, and the sale and rental of recreational equipment including the charter or rental of boats, canoes or bicycles, but shall not include motorcycles and snowmobiles.

3.2 PUBLIC

(1) A bowling green, tennis court, playground, playfield, playlot, picnic ground or other such recreational use.

(2) A private club, lodge, fraternity or sorority house or labour union hall.

(3) A conservatory, aquarium, aviary, library, art gallery, museum, gymnasium, swimming pool or other such cultural or community building or structure.

(4) A bathing pool, bathing beach or bath house.

(5) A fairground.

3.3 RESIDENTIAL

(1) A hotel.

(2) A summer camp together with the use of tents for such purposes.

3.4 EXISTING USES

(1) Any use existing as of the date of the passing of this By-law.

3.5 SIGNS

Business Identification Signs that are wall signs or ground signs of an occupancy or use, that comply with the following requirements:

(1) No sign shall exceed 2.0 metres (6.56 feet) in height.

(2) The total aggregate area of all signs shall not exceed 0.5 square metres (5.38 square feet) for every 0.5 metres (1.64 feet) of street frontage on which the building abuts.

(3) Every wall sign shall be parallel to the wall to which it is affixed.

(4) No sign shall be illuminated unless the source of light is steady and suitably shielded to contain the illumination.

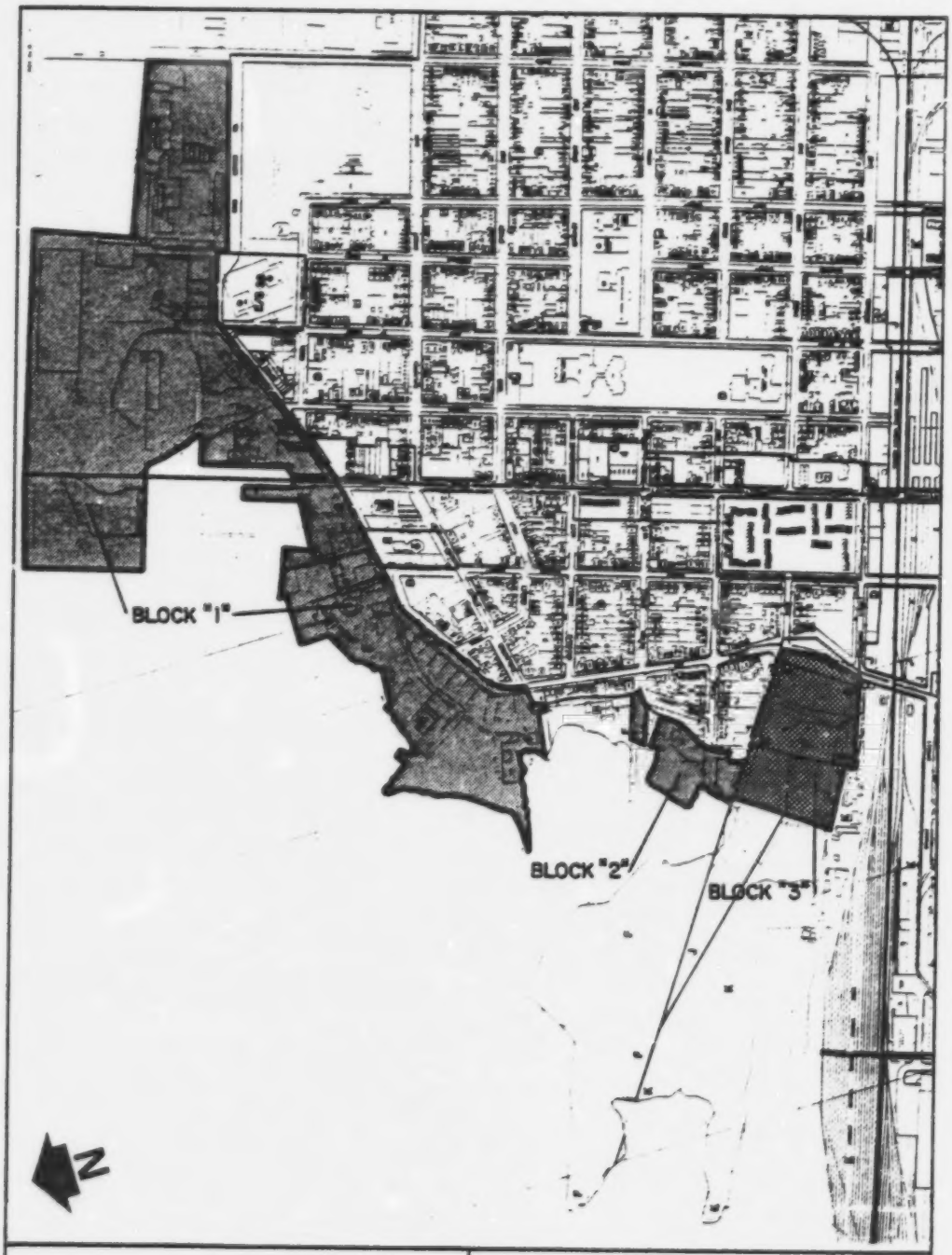
3.6 ACCESSORY

(1) Accessory buildings, structures and uses customarily ancillary to any of the uses permitted, including an accessory dwelling unit to be located in the principal building for accupancy by staff.

4. "L-f1" (PLANNED DEVELOPMENT) DISTRICT

4.1 The purpose of this District is to establish interim zoning on the lands so designated. The effect of this zoning is to prohibit the creation of new uses, except by formal zoning amendments.

It is intended that any lands zoned "L-f1" District will in the future be rezoned to the "F1" (Waterfront Recreational) District in response to a zoning by-law application following completion of a Neighbourhood Plan for the area.



AREA 4: THE WEST HARBOUR

RECOMMENDED REZONING:

Block "1"

From "F" (Special Waterfront) District and "J" (Light and Limited Heavy Industry) District to "F1" (Waterfront Recreational) District

Block "2"

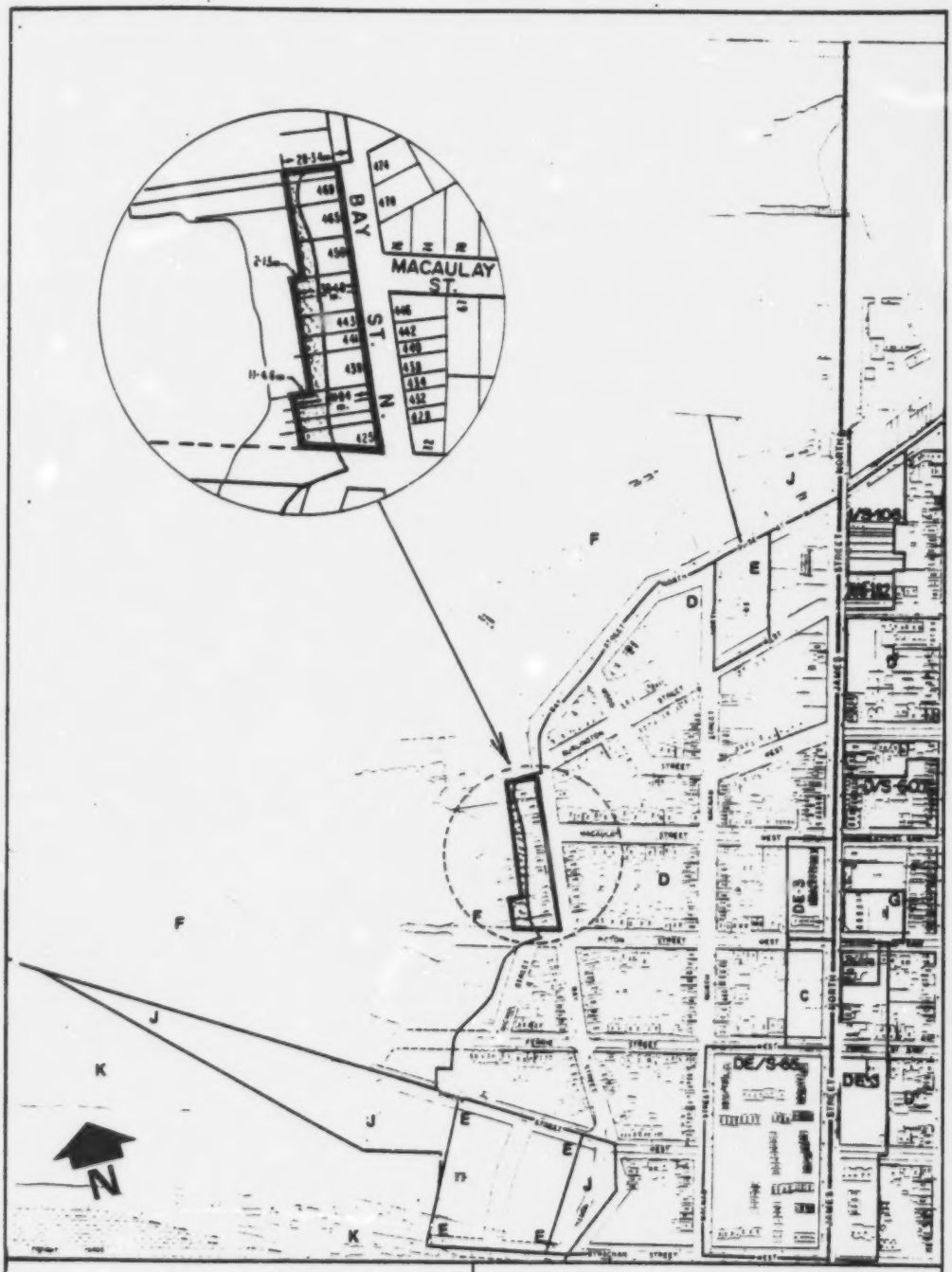
From "F" (Special Waterfront) District to "F1" (Waterfront Recreational) District

Block "3"

From "E" (Multiple Dwellings, Lodges, Clubs, etc.) District, "J" (Light and Limited Heavy Industry) District and "K" (Heavy Industry) District to "A" (Conservation, Open Space, Park and Recreation) District

Planning and Development Department
Hamilton-Wentworth Region

APPENDIX "A"



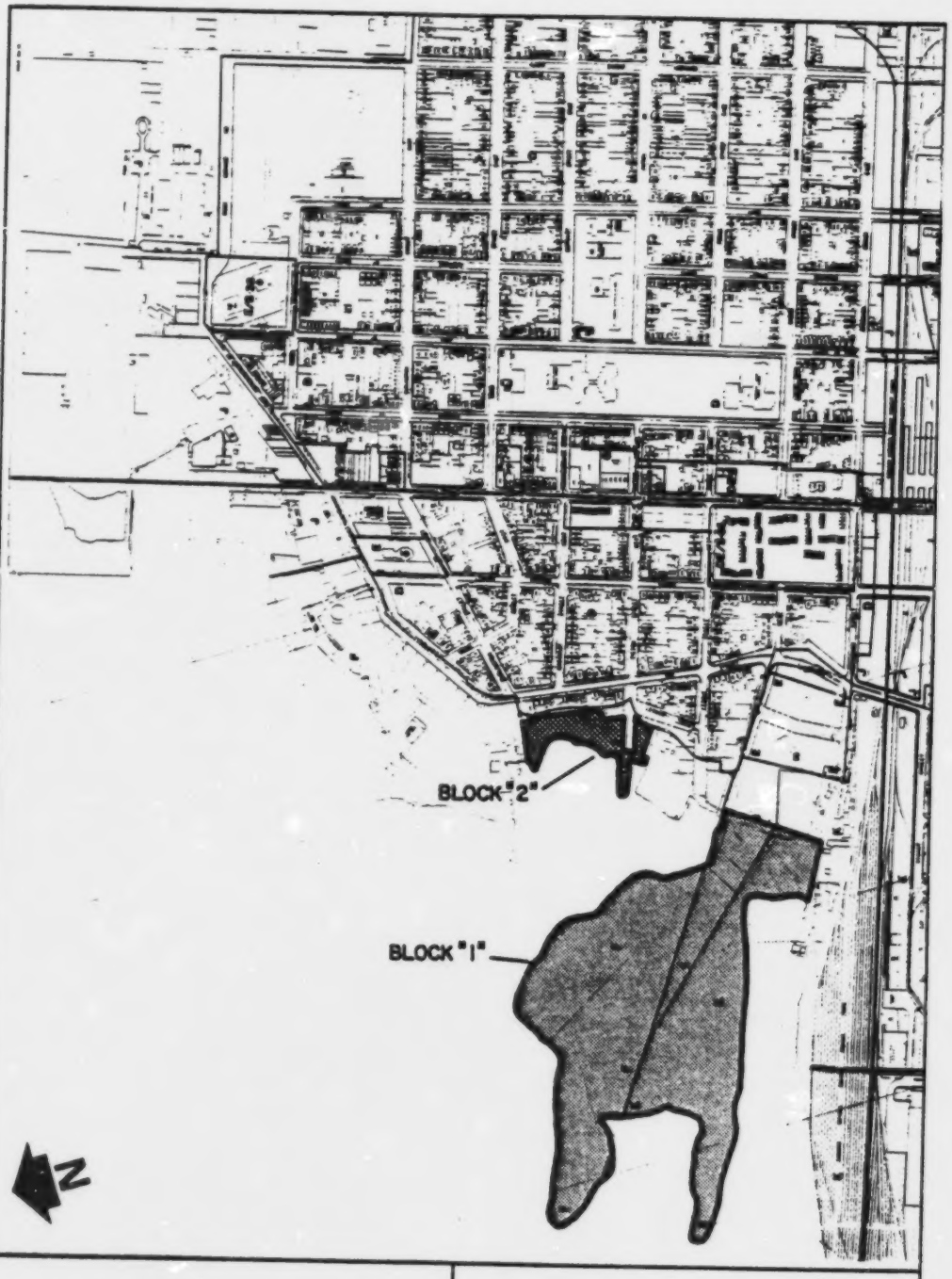
AREA 4: THE WEST HARBOUR

RECOMMENDED REZONING:

From "F" (Special Waterfront) District to "D" (Urban Protected Residential - One and Two Family Dwellings) District

Planning and Development Department
Hamilton-Wentworth Region

APPENDIX "B"



AREA 4: THE WEST HARBOUR

RECOMMENDED REZONING:

Block "1"

From "F" (Special Waterfront) District, "J" (Light and Limited Heavy Industry) District, and "K" (Heavy Industry) District to "L-f1" (Planned Development) District

Block "2"

From "F" (Special Waterfront) District to "F1" (Waterfront Recreational) District

Planning and Development Department
Hamilton-Wentworth Region

APPENDIX "C"

4. TRANSPORTATION AND ENVIRONMENT

4.1 Traffic

Streets

The principal traffic arteries within the Study Area are:

- Bay Street North;
- Burlington Street; and,
- MacNab Street North.

MacNab Street and John Street are one-way northbound (Map 14). Other streets are two-way, including Burlington Street, which carries significant amounts of traffic increasing eastbound. Traffic on Bay Street is heavy in rush hours. Northbound at Strachan, 24-hour volume is 3,054. Southbound, it is 4,218. Traffic volume on MacNab at Strachan is 6,952 per 24 hours.

Over the past few years, residents of the area have raised concerns with "through" traffic in the Neighbourhood. The Traffic Department is aware of this problem and has considered several measures to reduce the "through" traffic. These include the closing of Burlington Street at Bay or the restriction of east/west through movements on Burlington at Wellington. The Traffic Department does not consider these alternatives to be viable and, instead, suggests that the Industrial Perimeter Road will resolve the concerns, when built.

Truck Routes

Burlington Street to Mary, Mary Street from Burlington south, and the Dock Service Road are designated truck routes. Neighbourhood residents, however, have complained of trucks on other streets and suggest that enforcement of truck routes be intensified.

The Traffic Department indicates that the truck route on Dock Service Road is primarily designed to serve the industrial area on Piers 8, 9, and 10. The truck routes on Mary Street and Burlington Street are to serve Norris Transport Ltd., located at the corner of Ferrie and Mary Street. Should Norris Transport relocate in the future, this portion of the truck route could be eliminated.

Perimeter Road

The preliminary plans for the Industrial Perimeter Road have been drawn up. However, the construction project is not contained in the five-year capital budget. The current design has the right-of-way located north of the CNR Tracks, meeting Burlington Street east of Wellington. Interchanges are planned for Bay, John, and James Streets.

Development of the waterfront area will increase traffic within the neighbourhood, especially on Bay and Burlington Streets. The Traffic Department has suggested that traffic destined for the waterfront could be diverted from neighbourhood streets if a road were built linking Simcoe Street with Guise Street at the foot of the slope. The Traffic Department suggests that this road link could provide a scenic route for persons wishing to gain access to the marinas, open spaces, Leander Boat Club, Royal Hamilton Yacht Club, and the Harbour Commissioner's property. It would also serve as an emergency escape route should the area in the location of the interchange of Bay Street with the Industrial Perimeter Road become blocked for any reason.

Traffic Controls

There are no traffic lights within the study area (Map 15). There are, however, stop signs at all major intersections and a four-way flashing light at the intersection of Burlington and John Street North.

4.2 Parking

On-street parking is provided on most of the streets within the study area (Map 15). However, because of lack of on-site parking facilities with many residences, on-street parking is a necessity for many residences and results in few available parking spaces. It is a greater problem in areas where industrial or commercial uses utilize streets for employee parking.

4.3 Transit

The only bus route within the study area is the Bayfront Route, which extends along James Street to Burlington Street (Map 14). Bus stops are generally located within every second block.

The Bayfront Route is under review. Alternative or additional routes along Bay and/or MacNab are being considered by the Hamilton Street Railway. Any major revisions or modifications are not expected before 1984.

4.4 Condition of Roads and Sidewalks

Several areas display a need for road improvement (Map 16). These are Simcoe Street west of Bay, Nichol Street, Bay Street north of Burlington, and MacNab Street North.

Road and sidewalk reconstruction is occurring on MacNab Street so that that situation should improve (Map 17).

Sidewalks are in need of construction and repair on Guise Street.

4.5 Environmental Quality

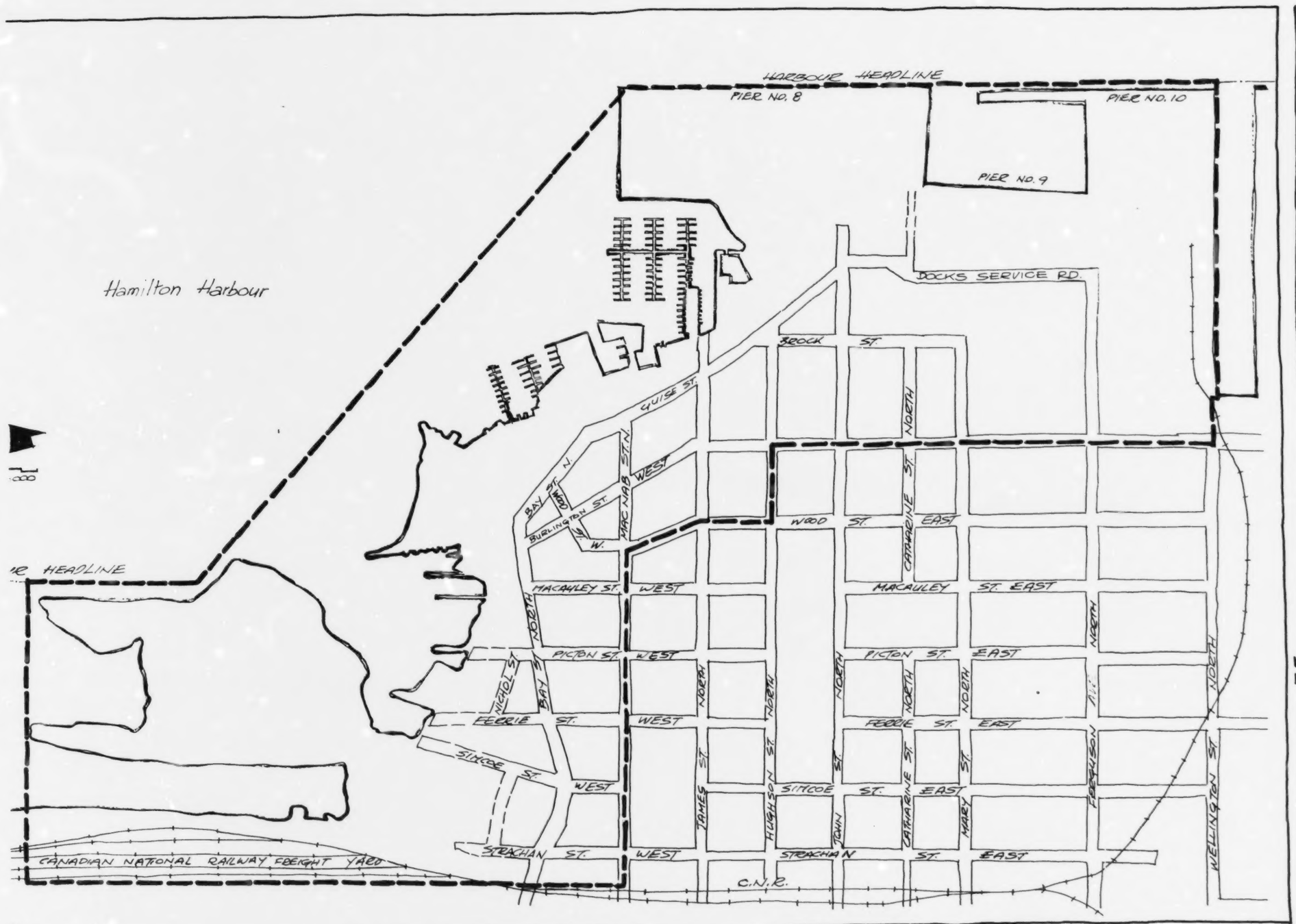
Since much of the waterfront in the study area is devoted to marine commercial and marine recreational uses, such as the Royal Hamilton Yacht Club, relatively few environmental problems associated with land-based activities have occurred here.

Amstel Brewery Canada Limited at 201 Burlington Street East is the only major industry within this area, and that firm's operations have not been a cause of complaints against odour, noise, or any other atmospheric emissions.

Waste oil discharges to the Harbour inlet north of the CNR's Stuart Street yards have occurred infrequently through misoperation of the oil separator at the railway's diesel engine repair shop. A cooling water outfall from Stelco's metal finishing mill at Queen and Stuart Streets discharges to the inlet also. Oil, grease, and suspended solids are present in this discharge, but at such low concentrations that they very rarely exceed our water quality objectives. More importantly, two major combined stormwater and sanitary sewers discharge to this inlet. During major rainfalls, which cause combined stormwater and sewage flows, pollutants, particularly suspended solids and bacteria, are discharged to the inlet.

The study area includes the landfilled peninsula owned by Samuel and Sheridan Lax, who have proposed to develop the greater part of the site for a business park. Their proposal suggests additional landfilling in approximately six hectares of the Harbour. A reduction to Harbour surface area and volume through even a moderate sized landfill such as this would reduce the potential for upgrading Harbour water quality. The Ministry of the Environment recommends no further filling of the Harbour in this area for any purpose.

5. MAPS



MAP NO. 1

Legend:

— — STUDY AREA BOUNDARY

URBAN DOCUMENTATION CENTRE
RESEARCH UNIT FOR URBAN STUDIES
McMASTER UNIVERSITY
HAMILTON, ONTARIO

City of Hamilton
NORTH END WATERFRONT SECONDARY PLAN

NORTH END WATERFRONT SECONDARY PLAN

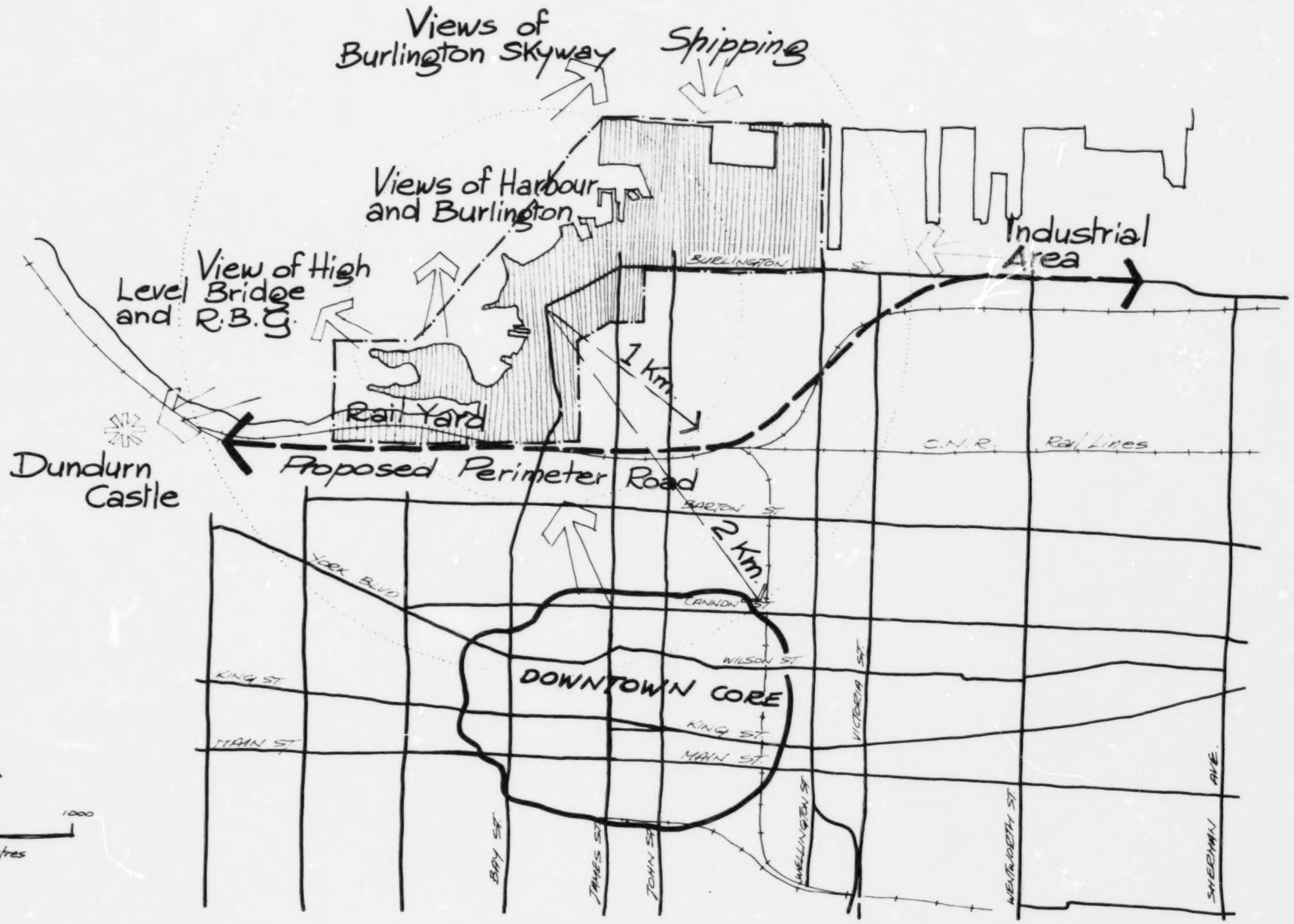
Hamilton-Wentworth Region
Planning and Development Department

MAP NO. 2

Legend:

INFLUENCE

STUDY AREA



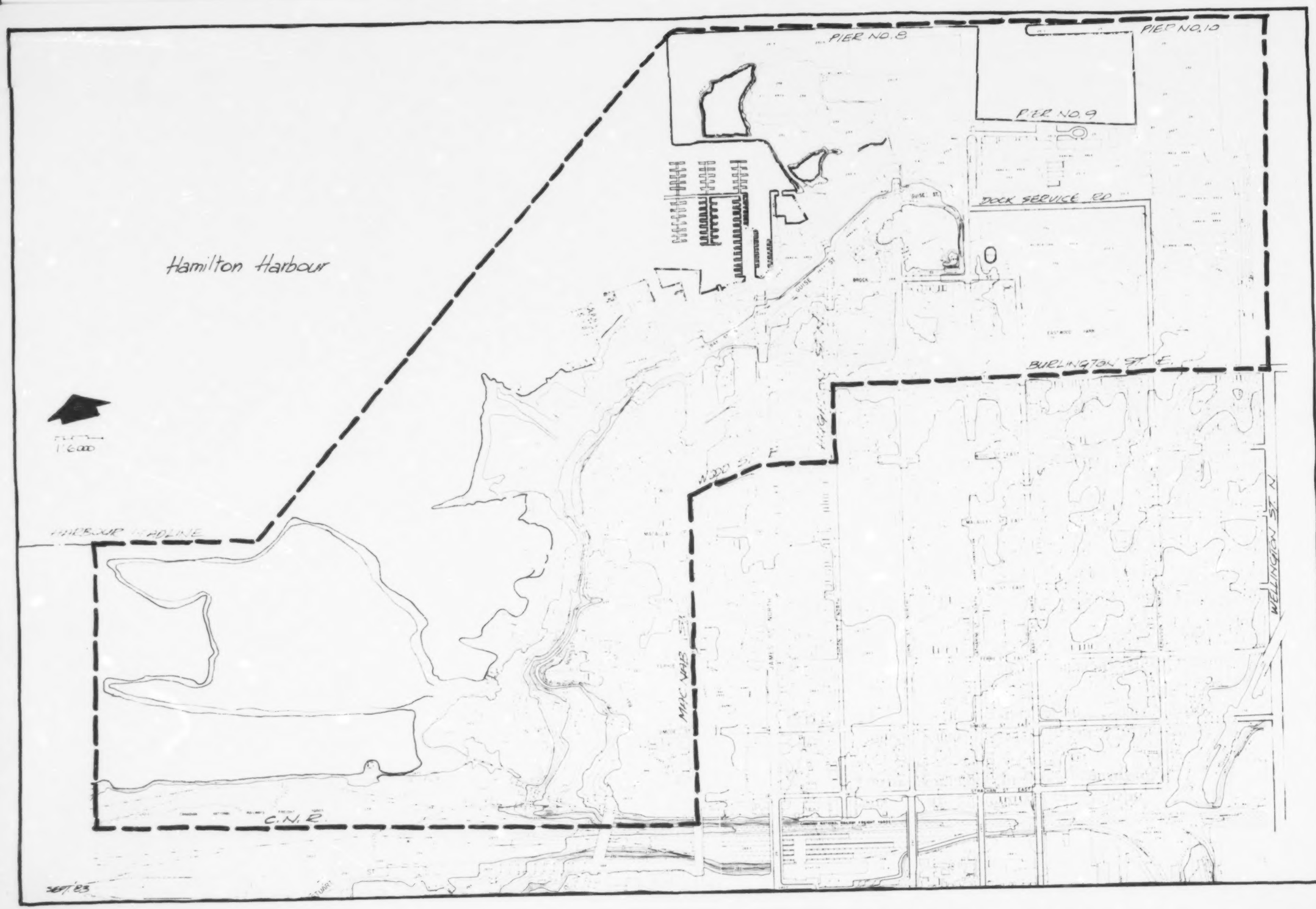
SEPT. 83

City of Hamilton

NORTH END WATERFRONT SECONDARY PLAN

NORTH END EXTERNAL INFLUENCES

Hamilton-Wentworth Region Planning and Development Dept.



MAP NO. 3

Legend:

2025 CONTOURS

Study Area Boundary

City of Hamilton
NORTH END WATERFRONT SECONDARY PLAN

TOPOGRAPHY

Hamilton-Wentworth Region
Planning and Development Department

MAP NO. 4

Hamilton Harbour

HARBOUR HEADLINE

PIER NO. 8

PIER NO. 9

PIER NO. 10

DOCKS SERVICE RD.

BROCK ST.

QUISE ST.

MACNAB STN

BAY ST.

WOOD ST.

BURLINGTON ST. W.

NORTH

WEST

EAST

MACAULEY ST.

PICTON ST.

FEORIE ST.

SIMCOE ST.

STRACHAN ST.

JAMES ST. NORTH

HUGHSON ST. NORTH

JOHN ST. NORTH

CATHARINE ST. NORTH

MARY ST. NORTH

FERGUSON AVE. NORTH

WELLINGTON ST. NORTH

CANADIAN NATIONAL RAILWAY FREIGHT YARD

C.N.R.

1.6000

SEPT 83

Legend:

- LOW DENSITY RESIDENTIAL
- ATTACHED HOUSING
- HIGH DENSITY RESIDENTIAL
- COMMERCIAL
- CIVIC AND INSTITUTIONAL
- INDUSTRIAL
- UTILITIES
- PARK AND RECREATIONAL
- OPEN SPACE
- VACANT (STUDY AREA ONLY)

Source: Field Check August, 1983

Study Area Boundary

City of Hamilton
NORTH END WATERFRONT SECONDARY PLAN

GENERALIZED LAND USE

Hamilton-Wentworth Region Planning and Development Department

MAP NO. 5

Legend:

- HISTORICAL BUILDING

Hamilton Harbour

HARBOUR HEADLINE

PIER NO. 8

PIER NO. 10

PIER NO. 9

DOCKS SERVICE RD

BROCK ST.

GUISE ST.

NORTH

BAY ST. N.

MACNAB ST. WEST

BURLINGTON ST. W.

WOOD ST. EAST

CATHARINE ST. NORTH

MACAULEY ST. WEST

MACAULEY ST. EAST

NICHOL ST.

PICTON ST. WEST

PICTON ST. EAST

FERRIE ST. WEST

FERRIE ST. EAST

SIMCOE ST.

JAMES ST. NORTH

HUGHSON ST. NORTH

JOHN ST. NORTH

CATHARINE ST. NORTH

MARY ST. NORTH

FERGUSON AVE. NORTH

WELLINGTON ST. NORTH

STRACHAN ST. WEST

STRACHAN ST. EAST

C.N.R.

CANADIAN NATIONAL RAILWAY FREIGHT YARD

1:6000

SEPT '83

SOURCE: FIELD SURVEY BY L.A.C.A.C. JULY 29, 1983

Study Area Boundary

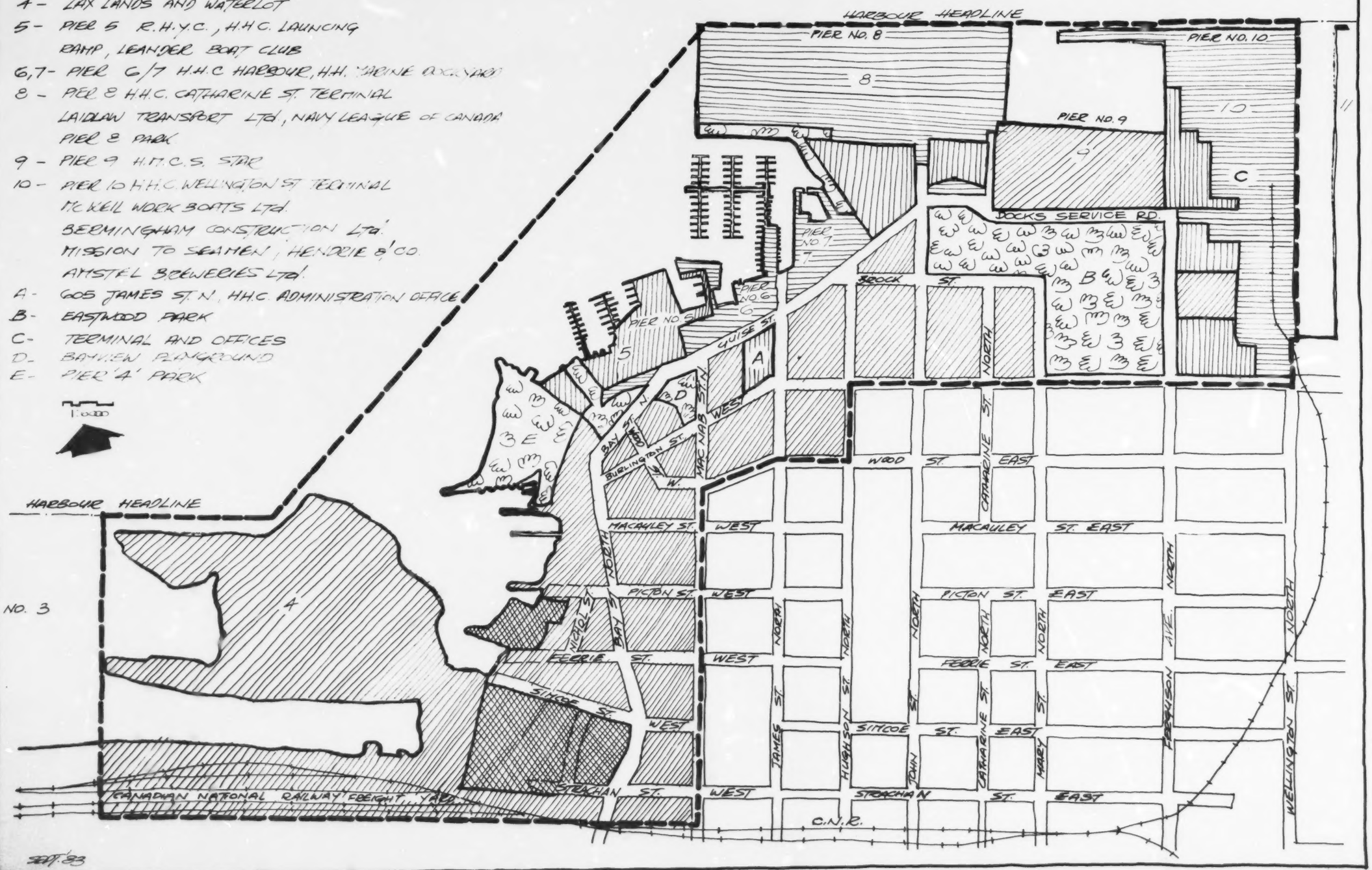
City of Hamilton
NORTH END WATERFRONT SECONDARY PLAN

HISTORICAL BUILDINGS

Hamilton-Wentworth Region Planning and Development Department

OWNERSHIP

4 - LAX LANDS AND WATERLOT
5 - PIER 5 R.H.Y.C., H.H.C. LAUNCHING RAMP, LEANDER BOAT CLUB
6,7 - PIER 6/7 H.H.C HARBOUR, H.H. YACHT CLUB
8 - PIER 8 H.H.C. CATHARINE ST. TERMINAL
LAIDLAW TRANSPORT LTd., NAVY LEAGUE OF CANADA
PIER 8 PARK
9 - PIER 9 H.M.C.S. STAR
10 - PIER 10 H.H.C. WELLINGTON ST. TERMINAL
MCKELL WORK BOATS LTd.
BERMINGHAM CONSTRUCTION LTd.
MISSION TO SEAMEN, HENDRIE & CO.
AMSTEL BREWERIES LTd.
A - 605 JAMES ST. N., H.H.C. ADMINISTRATION OFFICE
B - EASTWOOD PARK
C - TERMINAL AND OFFICES
D - BAYVIEW PLAYGROUND
E - PIER '4' PARK



MAP NO. 6

Legend:

- PRIVATE PROPERTY
- PROPERTY UTILIZED BY H.H.C.
- H.H.C. LEASED PROPERTY
- PARKS
- OWNED BY THE CITY OF HAMILTON

Source: Hamilton Harbour Commission

Study Area Boundary

City of Hamilton
NORTH END WATERFRONT SECONDARY PLAN

OWNERSHIP AND PARKS

Hamilton-Wentworth Region Planning and Development Department

MAP NO. 7

Legend:

- REGIONAL OWNERSHIP
- CITY OWNERSHIP
- CITY/REGIONAL OWNERSHIP
- PRIVATE OWNERSHIP

SOURCE: FIELD SURVEY JUNE 1983 and DEPARTMENT OF COMMUNITY DEVELOPMENT

Study Area Boundary

Hamilton Harbour

1:6000

HARBOUR HEADLINE

PIER NO. 8

PIER NO. 9

PIER NO. 10

DOCKS SERVICE RD

BROCK ST

GUISE ST.

BAY ST. N.

WOOD ST. W.

BURLINGTON ST.

MACNAB STN WEST

WOOD ST. EAST

CATHARINE ST. NORTH

MACAULEY ST. WEST

MACAULEY ST. EAST

PICTON ST. WEST

PICTON ST. EAST

NICHOL ST.

BAY ST. NORTH

JAMES ST. NORTH

HUGHSON ST. NORTH

JOHN ST. NORTH

CATHARINE ST. NORTH

MARY ST. NORTH

FERGUSON AVE. NORTH

WELLINGTON ST. NORTH

EERIE ST. WEST

EERIE ST. EAST

SIMCOE ST.

SIMCOE ST. EAST

STRACHAN ST. WEST

STRACHAN ST. EAST

C.N.R.

CANADIAN NATIONAL RAILWAY FREIGHT YARD

SEPT 83

City of Hamilton
NORTH END WATERFRONT SECONDARY PLAN

VACANT PROPERTIES

Hamilton-Wentworth Region Planning and Development Department

MAP No. 8

Legend:

- Residential
- Commercial
- Open Space
- Utilities
- Open Water

Source: Schedule A to the Official Plan for the City of Hamilton 1 Nov. 1982

Study Area Boundary

Hamilton Harbour

HARBOUR HEADLINE

PIER No. 8

DOCKS SERVICE RD

BROCK ST

CUSE ST

MACNAB ST. NORTH

MACNAB WEST

BAY ST

WOOD ST

BURLINGTON ST W.

WOOD ST EAST

CATHARINE ST

MACAULEY ST WEST

MACAULEY ST EAST

PICTON ST WEST

PICTON ST EAST

NORTH

EERIE ST WEST

EERIE ST EAST

VICTORIA ST

SIMCOE ST

JAMES ST NORTH

HUGHSON ST NORTH

JOHN ST NORTH

CATHARINE ST NORTH

MARY ST NORTH

P.F. FERGUSON

WELLINGTON ST NORTH

STRACHAN ST WEST

STRACHAN ST EAST

C.N.R.

1:6000

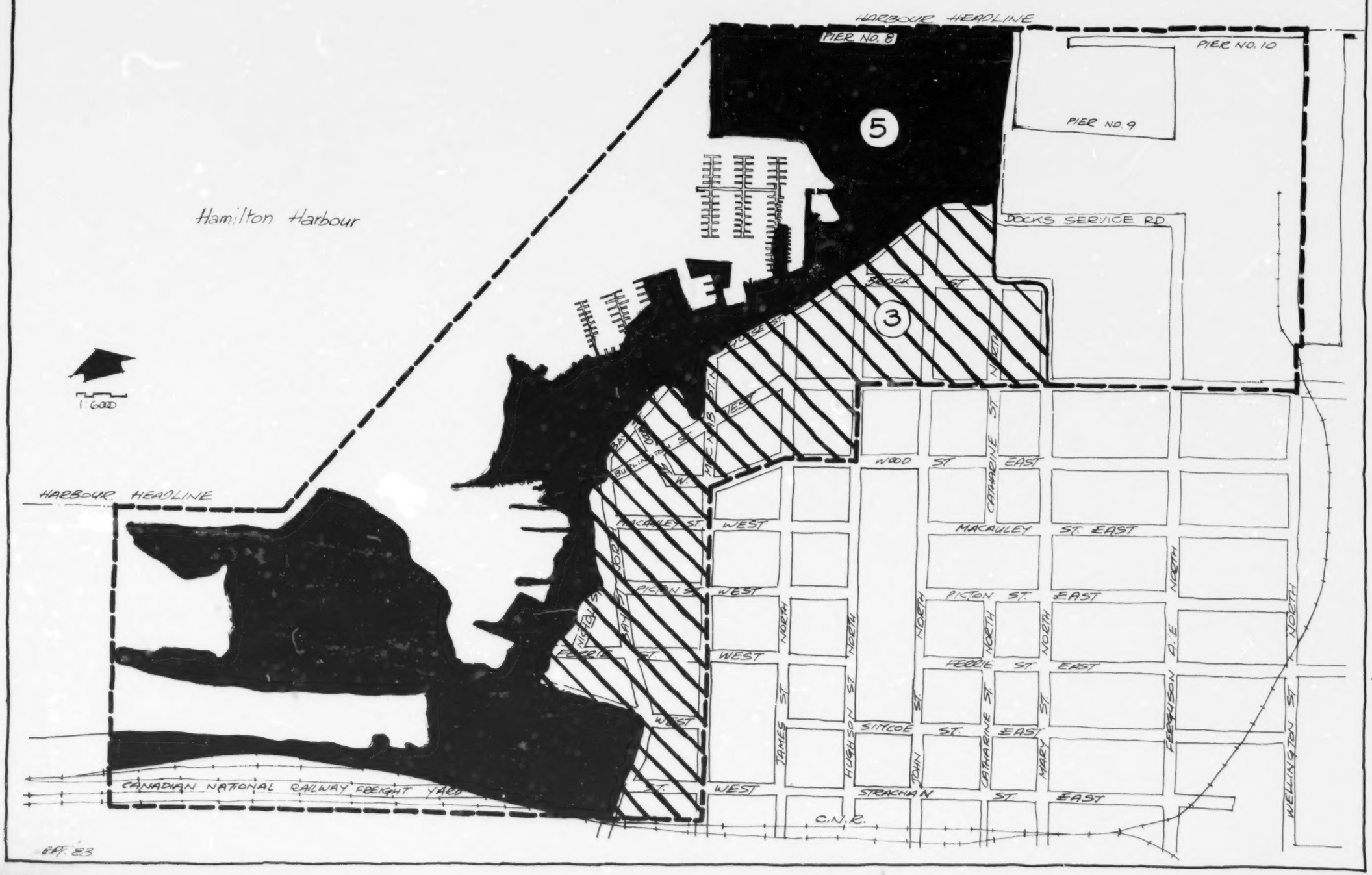
SEPT. 83

City of Hamilton

NORTH END WATERFRONT SECONDARY PLAN

OFFICIAL PLAN Land Use Concept

Hamilton-Wentworth Region Planning and Development Department



MAP NO. 9

Legend:

Special Policy Areas:

5 Area 5 refer to Policy 2.9.3.3

3 Area 3 refer to Subsect. 4.2.9.3. Policy 2.9.3.1

Source: Schedule B to the Official Plan for the City of Hamilton.

Study Area Boundary

City of Hamilton

NORTH END WATERFRONT SECONDARY PLAN

SPECIAL POLICY AREAS

Hamilton-Wentworth Region Planning and Development Department

MAP NO. 10

Legend:

- NEIGHBOURHOOD RESIDENTIAL
- MIXED INDUST. AND COMM.
- PARKS AND OPEN SPACE
- LINKS
- Study Area Boundary

Hamilton Harbour

HARBOUR HEADLINE

PIER No. 8

PIER No. 9

PIER No. 10

DOCKS SERVICE RD.

BROCK ST.

QUEEN ST. NORTH

BURLINGTON

QUISE ST.

BAY ST. N.

MACNAB ST. WEST

WOOD ST. EAST

CATHERINE ST. NORTH

MACAULEY ST. WEST

MACAULEY ST. EAST

JAMES ST. NORTH

PICTON ST. WEST

PICTON ST. EAST

NICHOL ST.

BAY ST. NORTH

FEARNE ST. WEST

FEARNE ST. EAST

SIMCOE ST. WEST

SIMCOE ST. EAST

HUGHSON ST. NORTH

JOHN ST. NORTH

MARY ST. NORTH

WELLINGTON ST. NORTH

STRACHAN ST. WEST

STRACHAN ST. EAST

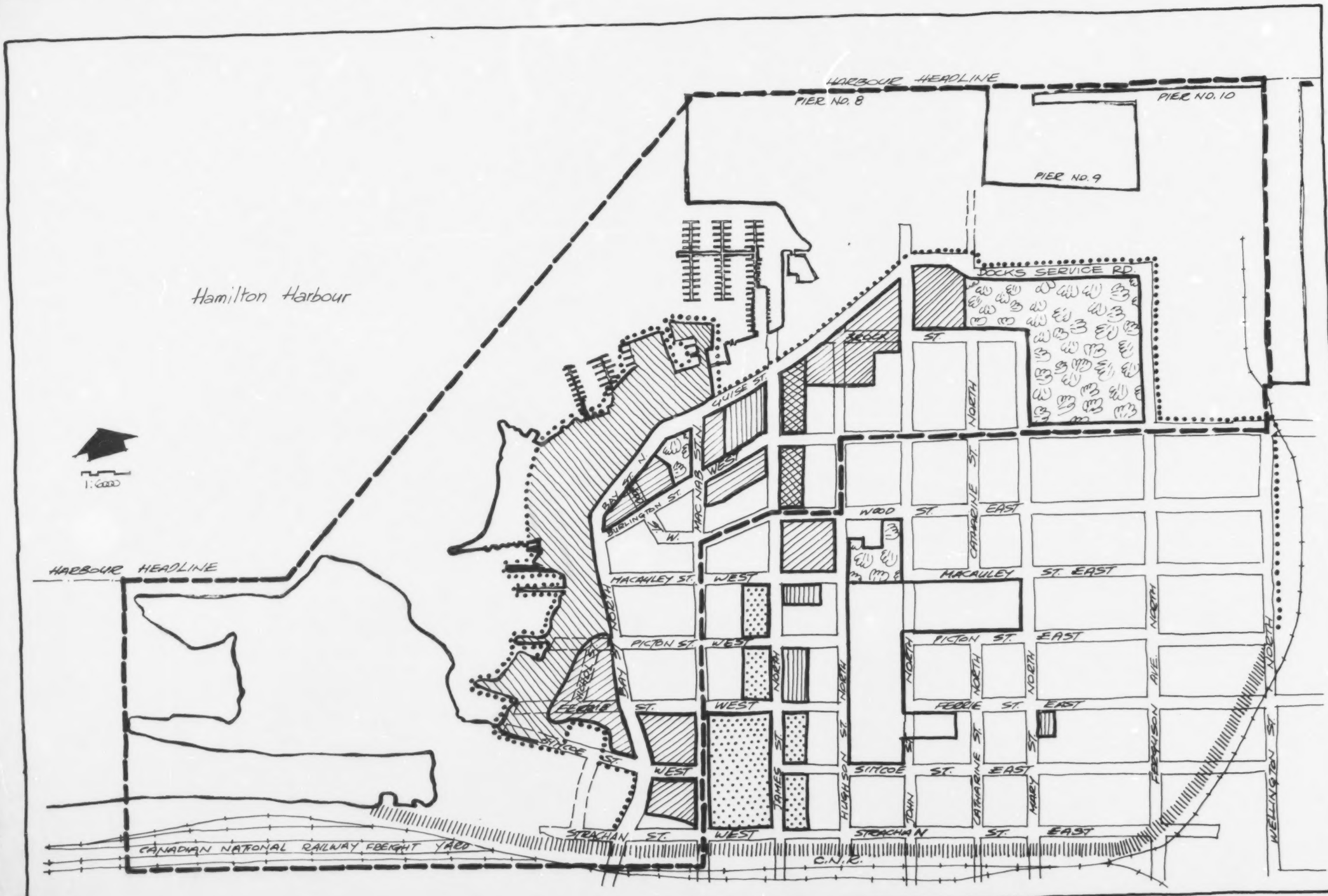
CANADIAN NATIONAL RAILWAY FREIGHT YARD

City of Hamilton
NORTH END WATERFRONT SECONDARY PLAN

CENTRAL AREA PLAN LAND USE STRATEGY 2001

Hamilton-Wentworth Region
Planning and Development Department

MAP NO. 11



Legend:

ULTIMATE LAND USE

- 1 & 2 FAMILY RES.
- LOW DENSITY MULTIPLE RESIDENT.
- MULTIPLE RESIDENTIAL
- COMMERCIAL USES
- COMMERCIAL AND/OR APARTMENTS
- PARKS
- CIVIC AND INSTITUTIONAL
- WATERFRONT USES
- ..... BOUNDARY OF DESIGNATED AREA
- PERIMETER RD. ALIGNMENT (INTERIM OPEN SPACE)

SOURCE: CITY OF HAMILTON PLANNING DEPARTMENT SEPTEMBER 1972

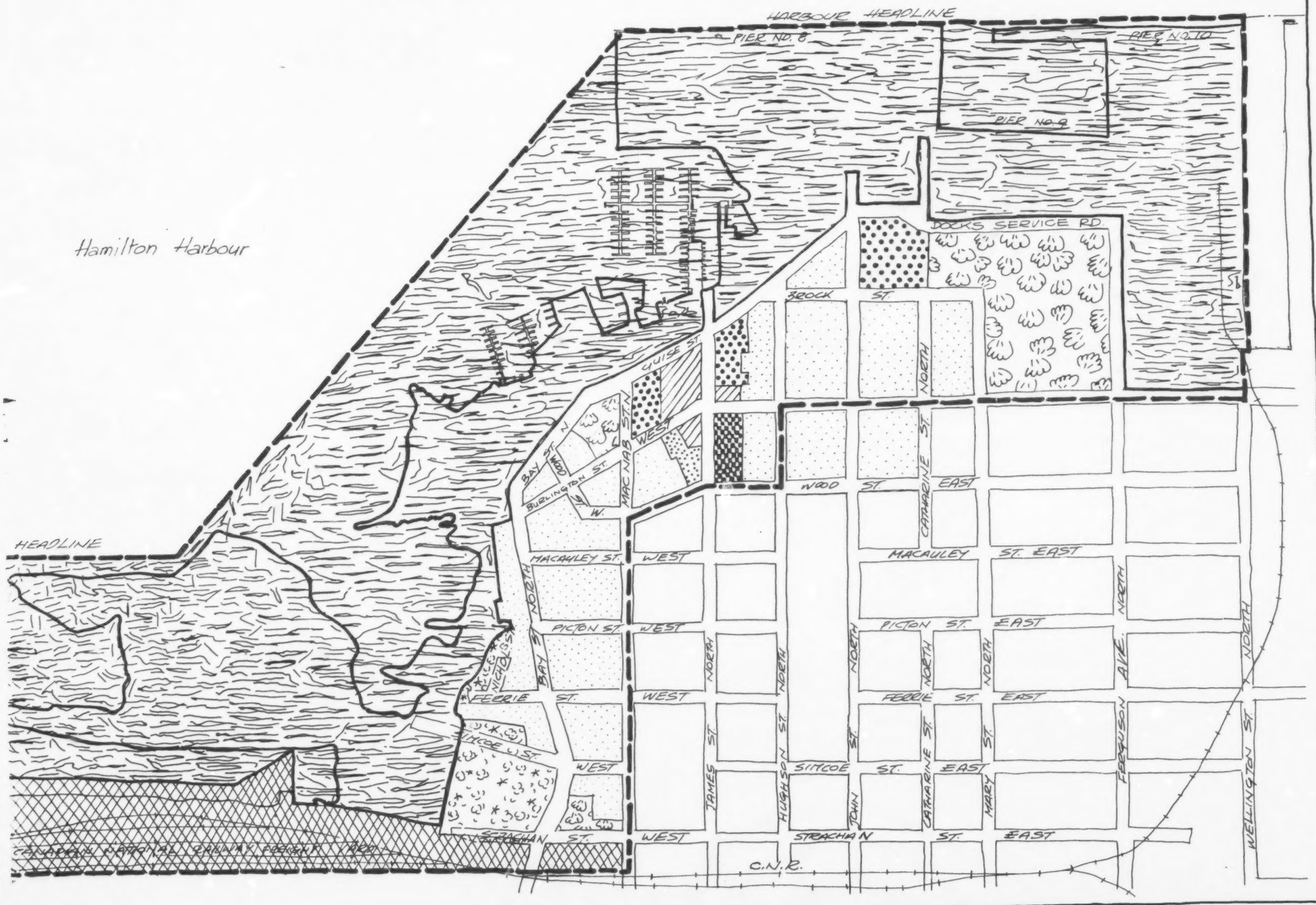
— — Study Area Boundary

City of Hamilton
NORTH END WATERFRONT SECONDARY PLAN
REDEVELOPMENT PLAN AMENDMENT NO. 1
Hamilton-Wentworth Region Planning and Development Department

MAP NO. 12

Legend:

- Residential
- Medium Density Apts.
- Attached Housing
- Commercial & Apartments
- Commercial
- Parks and Recreational
- Open Space
- Utilities
- Area not designated
- Study Area Boundary



City of Hamilton
NORTH END WATERFRONT SECONDARY PLAN

NEIGHBOURHOOD PLAN

Hamilton-Wentworth Region Planning and Development Department

MAP NO. 13

Hamilton Harbour

HARBOUR HEADLINE

PIER NO. 8

PIER NO. 9

PIER NO. 10

DOCKS SERVICE RD

BROCK ST.

BAY ST. NORTH

MACNAB ST. WEST

BURLINGTON ST. W.

WOOD ST. EAST

MACAULEY ST. EAST

MACAULEY ST. WEST

NICHOL ST.

PICTON ST. WEST

PICTON ST. EAST

FEERIE ST. WEST

FEERIE ST. EAST

SIMCOE ST. WEST

SIMCOE ST. EAST

STRACHAN ST. WEST

STRACHAN ST. EAST

JAMES ST. NORTH

HUGHSON ST. NORTH

JOHN ST. NORTH

CATHARINE ST. NORTH

MARY ST. NORTH

FERGUSON AVE. NORTH

WELLINGTON ST. NORTH

CATHARINE ST. EAST

E/S 23

I/S 106

H/S 182

C.N.R.

CANADIAN NATIONAL RAILWAY FREIGHT YARD

1:6000

SEPT. 83

Legend:

DISTRICTS

- D — 'RESIDENTIAL' (1 & 2 FAMILY)
- E — 'MULTIPLE' DWELLING
- F — 'SPECIAL WATERFRONT'
- H — COMMERCIAL
- CENTRAL BUSINESS
- J — LIGHT AND LIMITED HEAVY INDUSTRIAL
- K — HEAVY INDUSTRIAL
- /S — SPECIAL REQUIREMENTS

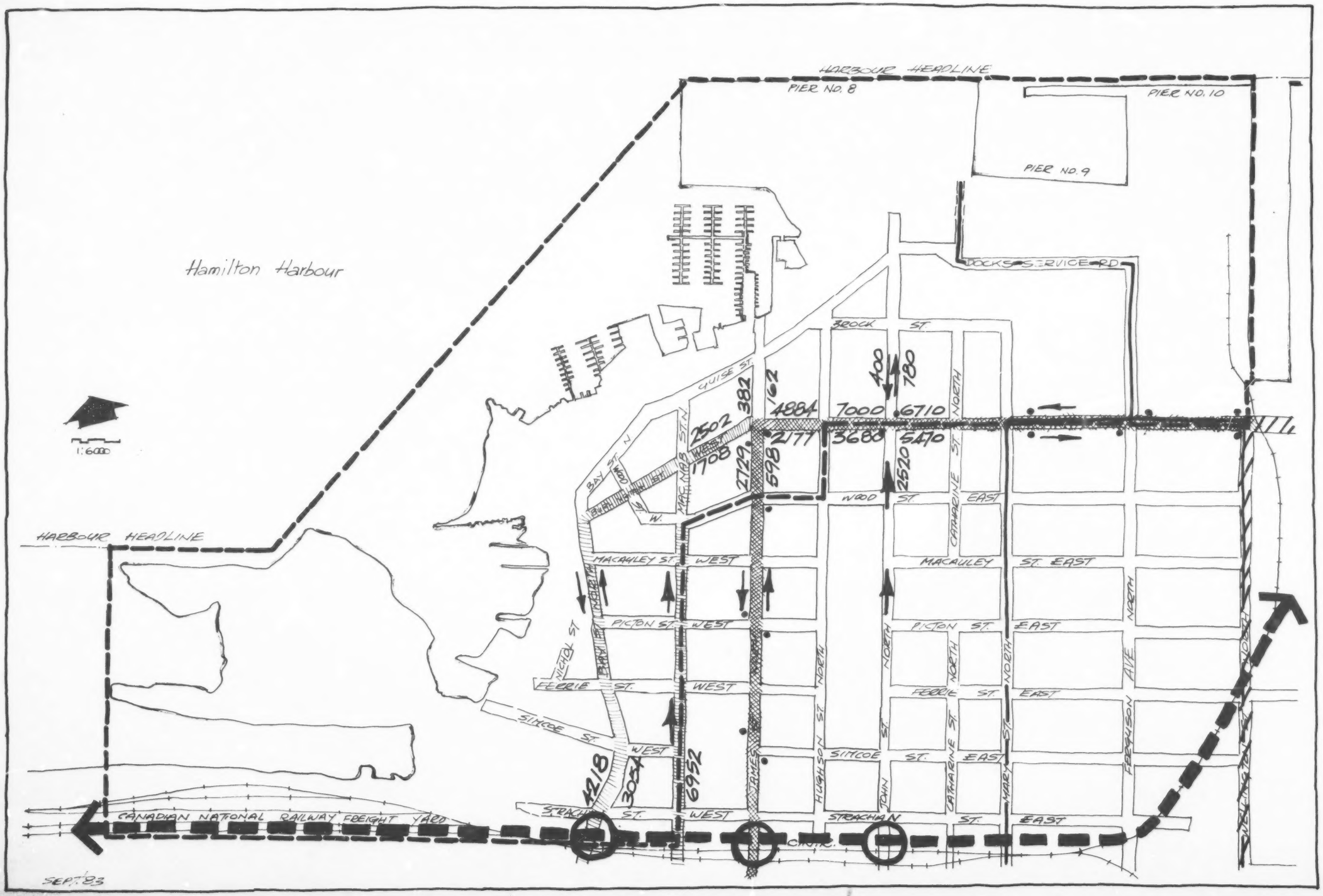
Study Area Boundary

City of Hamilton

NORTH END WATERFRONT SECONDARY PLAN

ZONING

Hamilton-Wentworth Region Planning and Development Department



MAP NO. 14

Legend:

- ONE WAY STREET
- TWO WAY STREET
- 2000 24 HRS TRAFFIC VOLUMES 1981
- PROPOSED PERIMETER RD
- TRUCK ROUTE
- PROPOSED INTERCHANGES
- UNDER REVIEW BUS ROUTE
- EXISTING BUS ROUTE
- BUS STOPS
- REGIONAL ROAD

SOURCE: DEPARTMENT OF TRAFFIC CITY OF HAMILTON

Study Area Boundary

City of Hamilton
NORTH END WATERFRONT SECONDARY PLAN

TRAFFIC SYSTEM & BUS ROUTES

Hamilton-Wentworth Region Planning and Development Department

MAP NO. 15

Hamilton Harbour

HARBOUR HEADLINE

PIER NO. 8

PIER NO. 10

PIER NO. 9

DOCKS SERVICE RD.

BROCK ST.

QUEEN ST. NORTH

4 WAY

4 WAY

BAY ST. N.

BURLINGTON ST.

MACNAB STN WEST

3 WAY

WOOD ST. EAST

CATHARINE ST. NORTH

MACAULEY ST. WEST

MACAULEY ST. EAST

NICHOL ST.

PICTON ST. WEST

PICTON ST. EAST

4 WAY

FEERIE ST. WEST

FEERIE ST. EAST

SIMCOE ST.

JAMES ST. NORTH

HUGHSON ST. NORTH

JOHN ST. NORTH

CATHARINE ST. NORTH

MARY ST. NORTH

FERGUSON AVE. NORTH

WELLINGTON ST. NORTH

SIMCOE ST. WEST

SIMCOE ST. EAST

STRACHAN ST. WEST

STRACHAN ST. EAST

C.N.R.

CANADIAN NATIONAL RAILWAY FREIGHT YARD

HARBOUR HEADLINE

1:6000

SEPT '83

Legend:

- NO STOPPING
- NO STOPPING 7-9
- NO STOPPING 4-6
- SNOW ROUTE
- NO PARKING
- NO PARKING 7-6
- NO PARKING 7-5
- XX XX 1 HR 8AM-6PM (MONDAY-SATURDAY)
- STOP SIGN
- TRAFFIC LIGHTS
- Study Area Boundary

City of Hamilton
NORTH END WATERFRONT SECONDARY PLAN

PARKING & TRAFFIC CONTROLS

Hamilton-Wentworth Region
Planning and Development Department

MAP NO. 16

Legend:

SIDEWALK

GOOD-EXCELLENT

FAIR

POOR

ROADS

GOOD-EXCELLENT

FAIR

POOR

Source: FIELD SURVEY JUNE, 1985

Study Area Boundary

Hamilton Harbour

HARBOUR HEADLINE

PIER NO. 8

PIER NO. 10

PIER NO. 9

DOCKS SERVICE RD.

BROCK

QUISE ST

JAMES STN

HARBOUR HEADLINE

CANADIAN NATIONAL RAILWAY FREIGHT YARD

WOOD ST. EAST

MACAULEY ST. EAST

PICTON ST. EAST

FENNELL ST. WEST

RIDDOUT ST. WEST

WEST

WEST

SIMCOE ST. EAST

STRACHAN ST. WEST

STRACHAN ST. EAST

C.N.R.

JAMES ST. NORTH

HUGHSON ST. NORTH

JOHN ST. NORTH

CATHARINE ST. NORTH

MARY ST. NORTH

FERGUSON AVE. NORTH

WELLINGTON ST. NORTH

CATHARINE ST. EAST

MARY ST. EAST

1:6000

SEA '83

City of Hamilton

NORTH END WATERFRONT SECONDARY PLAN

CONDITION OF ROADS AND SIDEWALKS

Hamilton-Wentworth Region Planning and Development Department

MAP NO. 17

Legend:

- SIDEWALK RECONSTRUCTION
- ROADS SIDEWALK RECONSTRUCTION
- ROAD RECONSTRUCTION

SOURCE: REGIONAL ENGINEERING TRANSPORTATION PLANNING DIVISION

Study Area Boundary

Hamilton Harbour

1:6000

HARBOUR HEADLINE

PIER NO. 8

PIER NO. 10

PIER NO. 9

DOCKS SERVICE RD. (1981)

BROCK ST.

GUISE ST.

BAY ST. N.

MAB STN.

WEST

WOOD ST. W.

BURLINGTON ST.

WOOD ST. EAST

CATHARINE ST. NORTH

MACAULEY ST. WEST

MACAULEY ST. EAST

NICHOL ST.

BAY ST. NORTH

PICTON ST. WEST

PICTON ST. EAST

FERRIE ST. WEST

FERRIE ST. EAST

SIMCOE ST.

JAMES ST. NORTH

HUGHSON ST. NORTH

JOHN ST. NORTH

CATHARINE ST. NORTH

MARY ST. NORTH

FERGUSON AVE. NORTH

WELLINGTON ST. NORTH

STRACHAN ST. WEST

STRACHAN ST. EAST

C.N.R.

CANADIAN NATIONAL RAILWAY FREIGHT YARD

HARBOUR HEADLINE

SCALE

City of Hamilton

NORTH END WATERFRONT SECONDARY PLAN

ROAD/SIDEWALK RESURFACING OR RECONSTRUCTION 1975-1983

Hamilton-Wentworth Region Planning and Development Department

6. HOUSEHOLD QUESTIONNAIRE ANALYSIS

URBAN DOCUMENTATION CENTRE
RESEARCH UNIT FOR URBAN STUDIES
McMASTER UNIVERSITY
HAMILTON, ONTARIO

NORTH END WATERFRONT

SECONDARY PLAN

HOUSEHOLD

QUESTIONNAIRE

ANALYSIS

INTRODUCTION

This report analyzes questionnaire returns from households surveyed in the North End. A copy of the questionnaire is included.

The questionnaire was sent to all households within the study area and within 400 feet of the south boundary of the study area. The northwestern portion of the North End neighbourhood will be most affected by development of the waterfront area.

A total of 1,369 questionnaires were mailed. Of these, 347, or 25% were returned. This is an average response rate for questionnaires of this type.

The results of the questionnaire returns are presented by total number and percentages. Comment and analysis are also provided, where appropriate.

1. How many years have you lived in your present house?

Response	Number	Percentage
Less than 2	32	9
2 - 5	97	28
6 - 10	67	19
11 - 15	29	8
16 - 20	22	6
More than 20	96	28
No Answer	4	1
TOTAL	347	100

How many years have you lived in the North End?

Response	Number	Percentage
Less than 2	22	6
2 - 5	72	21
6 - 10	48	14
11 - 15	28	8
16 - 20	21	6
More than 20	153	44
No Answer	3	1
TOTAL	347	100

Comment

Most respondents have lived in both their present house and in the North End a considerable length of time. This suggests that there is a high proportion of older people in the area, and that the area is stable, and residents have strong community ties. At the same time, there is a fairly large number of newcomers who have been in the area less than five years suggesting that young families are moving back into the area. It appears that the North End is attractive to both long-term residents and to relative newcomers.

2. Where do the people in your household work?

Response	Number	Percentage
Downtown Hamilton	97	22
Elsewhere in Hamilton	130	29
Outside the City	47	11
Unemployed	59	13
Retired	97	22
No Answer	11	2
TOTAL	441	100

Comment

The majority of respondents work in Hamilton, and a high percentage are close to work in downtown. A large proportion is retired.

3. How many children in your family are living at home?

Response	Number	Percentage
0	150	43
1 - 2	117	34
3 - 4	51	15
More than 4	6	2
No Answer	23	7
TOTAL	347	100

Comment

The majority of respondents have no children at home suggesting a mature population. The remainder is small families with one to two children.

4. How do family members travel to work?

Response	Number	Percentage
Walk or Bike	70	15
Public Transit	118	25
Own Car or Truck	181	39
Another's Car or Truck	13	3
No Answer	82	18
TOTAL	464	100

Comment

The majority of respondents use their own car or truck, but one quarter also use public transit. This may be a reflection of both the quality of service in the area (See Question 8) and the age of residents. As well, a substantial number walk or bike to work suggesting that the neighbourhood is convenient to jobs.

5. How many family cars or trucks do you own?

Response	Number	Percentage
None	104	30
1	161	46
2	53	15
More Than 2	12	3
No Answer	17	5
TOTAL	347	100

Comment

Approximately 46% of the respondents own one vehicle, but a very large number (30%) do not own any suggesting a heavy need for public transit.

6. Is there enough residential parking in your area?

Response	Number	Percentage
Yes	161	46
No	170	49
No Answer	16	5
TOTAL	347	100

Comment

A slight majority of the respondents indicated a parking shortfall suggesting that this is an issue that should be examined in the secondary plan.

7. Is there excessive traffic on your street?

Response	Number	Percentage
Yes	133	38
No	203	59
No Answer	11	3
TOTAL	347	100

Comment

The majority of respondents said there was not excessive traffic on their street. However, a significant proportion indicated some problems. These were primarily from residents living on Burlington, Bay, John, James, Hughson, and MacNab Streets suggesting that through traffic is an issue.

8. Is bus service in your area satisfactory or unsatisfactory?

Response	Number	Percentage
Satisfactory	277	80
Unsatisfactory	57	16
No Answer	13	4
TOTAL	347	100

Comment

Eighty percent of the respondents felt the bus service in the North End was satisfactory. This is significant since 25% of respondents use public transit.

9. Is the condition of streets and sidewalks in your area satisfactory or unsatisfactory?

Response	Number	Percentage
Satisfactory	235	68
Unsatisfactory	105	30
No Answer	7	2
TOTAL	347	100

Comment

Most respondents indicated that streets and sidewalks were in satisfactory condition. One-third felt there were problems. These will be examined in the secondary plan.

10. Do industrial or commercial uses create problems in your area?

Response	Number	Percentage
Yes	146	42
No	195	56
No Answer	6	2
TOTAL	347	100

Comment

The majority of respondents indicated no industrial or commercial problems affecting them, but 42% said there were problems. This is an issue to be examined further.

Reasons given were:

Response	Number	Percentage
Traffic	92	35
Parking	28	11
Noise	72	28
Pollution	68	26
TOTAL	260	100

Comment

The majority of problems is caused by traffic, then noise and pollution. Cited most often were Laidlaw Transport, Steeltown Boxers, Steetley Industries, the boat clubs, and the hotel at James and Wood Streets.

11. How do you feel about park and recreational facilities and programmes in your area?

	Response	Number		Percentage
a)	Amount of Park and Playground Space for Children	Excellent	95	27
		Satisfactory	157	45
		Poor	88	25
		No Answer	7	2
		TOTAL	347	100
b)	Amount of Park Space for Adults	Excellent	55	16
		Satisfactory	140	40
		Poor	132	38
		No Answer	20	6
		TOTAL	347	100
c)	Ease of Reaching this Park or Playground Space	Excellent	101	29
		Satisfactory	152	44
		Poor	51	15
		No Answer	43	12
		TOTAL	347	100
d)	The Number of Recreational Facilities and Programmes Offered There	Excellent	78	22
		Satisfactory	133	38
		Poor	102	29
		No Answer	34	10
		TOTAL	347	100

Comment

a) Park and Playground Space for Children

The majority of respondents were satisfied with playground space for children. In fact, 27% indicated that it was excellent. One-quarter said it was poor, largely because of outdated equipment and a low level of maintenance.

b) Park Space for Adults

Some 56% felt that it was excellent or satisfactory, but 38% said that it was poor. This suggests that there is scope for increasing and improving adult park space.

c) Ease of Reaching this Park or Playground Space

Some 73% of respondents felt accessibility to parks and playgrounds was excellent or satisfactory. Only 15% said it was poor. New park and playground space should be carefully located to ensure easy access.

d) The Number of Recreational Facilities and Programmes Offered There

The majority of respondents felt recreational facilities and programmes offered are excellent or satisfactory. Twenty-nine percent said facilities and programmes were poor. The reasons for this will be examined further in the secondary plan.

12. Do you or your family use the following facilities at Eastwood Park?

Response		Number	Percentage
Arena	Frequently	41	12
	Occasionally	75	22
	No	110	32
	No Answer	121	35
	TOTAL	347	100
Playing Field	Frequently	38	11
	Occasionally	77	22
	No	186	54
	No Answer	46	13
	TOTAL	347	100
Playground	Frequently	49	14
	Occasionally	74	21
	No	177	51
	No Answer	47	14
	TOTAL	347	100
Tennis Courts	Frequently	12	3
	Occasionally	23	7
	No	247	71
	No Answer	75	19
	TOTAL	347	100

Comment

The response to this question indicates that the majority of residents do not use the facilities at Eastwood Park. The arena, playing field, and playground are used frequently or occasionally by only one-third of the respondents. Most respondents were not aware that there were tennis courts there. Ways of increasing the use of the Eastwood Park facilities is an issue that should be examined in the secondary plan.

13. Do you or your family use the Bennetto Recreation Centre?

Response	Number	Percentage
Frequently	59	17
Occasionally	124	36
No	143	41
No Answer	21	6
TOTAL	347	100

Comment

The response to this question suggests that Bennetto Recreation Centre is well used.

14. On the waterfront areas, would you like to see:

Response		Number	Percentage
Housing	Yes	107	31
	No	140	40
	No Answer	100	29
	TOTAL	347	100
More Industry	Yes	26	7
	No	220	63
	No Answer	101	29
	TOTAL	347	100
More Commercial Uses	Yes	139	40
	No	119	34
	No Answer	89	26
	TOTAL	347	100
More Parkland	Yes	247	71
	No	27	8
	No Answer	73	21
	TOTAL	347	100
More Recreational Uses	Yes	220	63
	No	50	14
	No Answer	77	22
	TOTAL	347	100
Combination of Parkland/ Recreation with Industry	Yes	50	14
	No	189	54
	No Answer	108	31
	TOTAL	347	100

Response		Number	Percentage
Combination of Parkland/ Recreation with Commercial Uses	Yes	179	52
	No	90	26
	No Answer	78	22
	TOTAL	347	100

Comment

The answers to this question show preferences of the residents for future use of the waterfront. Forty percent said that housing should not occur there, while 31% said it should. A clear majority (63%) said no more industry. Forty percent said yes to more commercial uses, especially marine related. However, 34% also indicated no more commercial uses should be permitted. Seventy-one percent said there should be more parkland, and 63% said more recreational uses. The majority said that a combination of parkland/recreation with industry should not occur, while 52% said parkland/recreation with commercial uses should occur.

15. Do you think the private boat clubs should expand?

Response	Number	Percentage
Yes	122	35
No	170	49
No Answer	55	16
TOTAL	347	100

Comment

The majority of respondents said the private boat clubs should not expand. Some respondents mentioned that the clubs would be more acceptable if the public had access to them.

16. In waterfront park areas, would you like to see:

Response		Number	Percentage
Recreation Centre	Yes	222	64
	No	62	18
	No Answer	63	18
	TOTAL	347	100
Swimming Pool	Yes	243	70
	No	45	13
	No Answer	59	17
	TOTAL	347	100
Tennis Courts	Yes	202	58
	No	65	19
	No Answer	80	23
	TOTAL	347	100
Baseball Diamond	Yes	199	57
	No	69	20
	No Answer	79	23
	TOTAL	347	100
Soccer or Football Field	Yes	180	52
	No	78	22
	No Answer	89	26
	TOTAL	347	100
Sitting Areas	Yes	305	88
	No	8	2
	No Answer	34	10
	TOTAL	347	100
Playground Equipment	Yes	253	73
	No	16	5
	No Answer	78	22
	TOTAL	347	100
Bicycle Paths and Walkways	Yes	286	82
	No	14	4
	No Answer	47	14
	TOTAL	347	100
Skating Rinks	Yes	220	63
	No	48	14
	No Answer	79	23
	TOTAL	347	100
Outdoor Amphitheatre	Yes	220	63
	No	63	18
	No Answer	64	18
	TOTAL	347	100

Response		Number	Percentage
Restaurant or Snack Bar	Yes	271	78
	No	31	9
	No Answer	45	13
	TOTAL	347	100

Other (Please Specify)

Commercial Uses - Boutiques
Craft Market
Marine Supplies
Fruit Market
Grocery Store
Beer Garden
Sidewalk Cafe

Recreation Facilities - Lawn Bowling
Racquetball/Handball
Roller Skating
Driving Range
Mini Golf
Basketball
Jogging Track
Dance Hall
Carnival
Sail/Canoe Rental
Fishing Dock/Bait Store
Boat Launching
Bingo

Park Uses - Look-Out
Picnic/BBQ Area
Zoo
Museum Showing North End History
Nature Trails
Sand Beach
Duck Pond
Rain Shelter
More Trees
Botanical Gardens

Of all the responses to this question, only sitting areas, bicycle paths and walkways, and a restaurant or snack bar received over 75% favourable replies. Sitting areas received 88% of the popular vote, the highest of any suggestion. Playground equipment received 73% and swimming pool 70%. After these uses, preference was for, in order, a recreation centre, skating rink, outdoor amphitheatre, tennis courts, baseball diamond, and soccer or football field. Several replies commented that there was already too much baseball and soccer taking place in the existing parks.

The additional uses suggested most often were grocery store/ fruit market and outdoor cafes. Many responses also mentioned picnic areas, petting zoo, nature trails, and sand beach as attractive and desirable uses.

17. Do you have any other suggestions or comments concerning the waterfront area?

Replies to this question can be categorized as park-related, commercial-related, and eliminating or reducing nuisances.

Park-Related

Replies generally favoured intensive park development of the waterfront area along the lines of Toronto's Harbourfront with a variety of attractions for all ages and desires. The need for more public access was repeated many times. It was suggested that the private boat clubs should not expand and should be open to the public. As well, it was mentioned that water edge open space should not be part of the City's parks and recreation inventory, but rather an area of special value and rarity to be preserved in its natural state.

Commercial-Related

Many replies mentioned the need for a small plaza in the northern part of the area containing a grocery store, fruit market, doctor and dentist office, and restaurant, especially a fish and chip store. Also mentioned was an outdoor recreation area with paddle boats, roller rink, bandshell, dance floor, and other uses for both young and old. It was suggested that water-related children's programmes would be well used.

Eliminating or Reducing Nuisances

Enforcement of truck routes, the need for more parking, and better street maintenance were mentioned. It was suggested that more garbage containers and mail boxes were needed as well as litter clean-up and better maintenance of vacant City property. Finally, a smelly sewer outlet and illegal animal slaughtering were mentioned at two specific locations.

WP0427P

NORTH END WATERFRONT AREA

HOUSEHOLD QUESTIONNAIRE

Please answer all questions.

The information which you are requested to provide will help the City serve you better. It is strictly confidential and will not be used in any way other than to assess the needs and issues of your area. Your cooperation is greatly appreciated. If you have any questions, please call Rosemary Campbell at 526-4148. Please complete both sides.

1. How many years have you lived

   in your present house?. _____

   in the North End? _____

2. Where do the people in your household work?

   a) downtown Hamilton _____

   b) elsewhere in Hamilton _____

   c) outside the city _____

   d) unemployed _____

   e) retired _____

3. How many children in your family are living at home?

   0 _____

   1 - 2 _____

   3 - 4 _____

   more than 4 _____

4. How do family members travel to work?

   a) walk or bike _____

   b) public transit _____

   c) own car or truck _____

   d) another's car or truck _____

5. How many family cars or trucks do you own? _____

6. Is there enough residential parking in your area?

   Yes _____ No _____

7. Is there excessive traffic on your street?

   Yes _____ No _____

8. Is bus service in your area

   a) satisfactory? _____ b) unsatisfactory? _____

9. Is the condition of streets and sidewalks in your area

   a) satisfactory? _____ b) unsatisfactory? _____

10. Do industrial or commercial uses create problems in your area?

    Yes _____ No _____

    If yes, please state why (e.g. traffic, parking, noise, pollution):

    _____

    _____

    _____

    _____

11. How do you feel about park and recreational facilities and programs in your area?

		Excellent	Satisfactory	Poor
a)	amount of park and playground space for children?	___	___	___
b)	amount of park space for adults?	___	___	___
c)	ease of reaching this park or playground space?	___	___	___
d)	the number of recreational facilities and programs offered there?	___	___	___

12. Do you or your family use the following facilities at Eastwood Park?

	Frequently	Occasionally	No
Arena	____	____	____
Playing Field	____	____	____
Playground	____	____	____
Tennis Courts	____	____	____

13. Do you or your family use the Bennetto Recreation Centre?

Frequently ____ Occasionally ____ No ____

14. On the waterfront areas, would you like to see:

		YES	NO
a)	housing	____	____
b)	more industry	____	____
c)	more commercial uses (i.e. marinas, boat supply stores)	____	____
d)	more parkland	____	____
e)	more recreational facilities (i.e. pools, playgrounds, baseball diamonds)	____	____
f)	combination of parkland/ recreation with industry	____	____
g)	combination of parkland/ recreaton with commercial uses	____	____

15. Do you think the private boat clubs should expand?

Yes _____ No _____

16. In waterfront park areas, would you like to see:

		YES	NO
a)	recreation centre	____	____
b)	swimming pool	____	____
c)	tennis courts	____	____
d)	baseball diamond	____	____
e)	soccer or football field	____	____
f)	sitting areas	____	____
g)	playground equipment	____	____
h)	bicycle paths and walkways	____	____
i)	skating rinks	____	____
j)	outdoor amphitheatre	____	____
k)	restaurant or snack bar	____	____
l)	other (please specify)	_____	
		_____	
		_____	

17. Do you have any other suggestions or comments concerning the waterfront area? If so, please provide here:

_____

_____

_____

_____

_____

Thank you for your time and cooperation. If you wish to serve on the Advisory Committee, or if you have any questions, please call Rosemary Campbell at 526-4148.

Please return this questionnaire in the enclosed prepaid envelope within one week.

7. COMMERCIAL/INDUSTRIAL QUESTIONNAIRE ANALYSIS

NORTH END WATERFRONT

SECONDARY PLAN

COMMERCIAL/INDUSTRIAL

QUESTIONNAIRE

ANALYSIS

INTRODUCTION

This report presents the results of the commercial/industrial questionnaire mail-out to businesses in the North End. The mailing list was obtained from the 1982 Assessment Data Base.

A total of 100 questionnaires were sent, and 24 returned for a response rate of 24%.

The purpose of the commercial/industrial questionnaire is to better understand the type of industry or commercial use operating in the North End, their needs, aspirations, and concerns. Respondents are also asked for their land use preferences for waterfront areas.

A copy of the questionnaire is included.

1. What type of business do you operate at this address?

INDUSTRIAL USES	NUMBER
Stevedoring	2
Tugboat and Barge Service	1
Shipping Containers and Supplies	1
Construction	1
Sail Repair	1
Trucking	2
TOTAL	8

COMMERCIAL USES	
Credit Union	1
Clubs	2
Electrical Contracting	1
Variety Store	1
Grocery Store (Vacant)	1
Distributor	1
Wholesale Paper	1
Customs Broker	1
Administrative Offices	2
Investment Company	2
Doctor's Office	1
Recreation Centre/Library	2
TOTAL	16

2. Do you (or your company) own or rent the premises?

Response	Number	Percentage
Own	9	38
Rent	15	63
TOTAL	24	100

Comment

The high proportion of industrial and commercial renters in the area suggests that property upkeep may not be a priority, and turnover may be a factor.

3. How many years have you been in operation at this location?

Response	Number	Percentage
Less Than 2 Years	1	4
2 - 5	4	17
6 - 10	5	21
11 - 20	4	17
Over 20	8	33
Vacant	2	8
TOTAL	24	100

Comment

The majority of businesses have operated over 20 years in the North End. Fifty percent have been in operation at this location over ten years, suggesting a stable business community.

4. What is the present full-time employment of your business?

Response	Number	Percentage
0 Employees	1	4
1 - 3	6	25
4 - 10	3	12
11 - 20	1	4
21 - 100	5	21

Response	Number	Percentage
Over 100	3	13
Seasonal	1	4
No Answer	4	17
TOTAL	24	100

Comment

Most of the businesses have ten employees or less, but three have over 100.

5. How would you rate the performance of your business over the past five years?

Response	Number	Percentage
Improving	12	50
Stable	9	38
Declining	2	8
No Answer	1	4
TOTAL	24	100

Comment

Fifty percent of the businesses indicated they were improving, and 38% said they were stable. This suggests that the businesses in question are happy with their location and would not wish to move. Only two respondents indicated declining business.

6. In the next five years, do you anticipate relocation, expansion, no change, or other?

Response	Number	Percentage
Relocation to Another Site	0	0
Expansion at Present Site	8	33
No Change	13	54
Other	0	0
No Answer	3	13
TOTAL	24	100

Comment

One third of the respondents indicated that they were looking to expand their operation at the present site. This could have serious implications for the neighbourhood residential area, especially since those wishing to expand are industrial uses. Over half the respondents indicated no change.

7. Is adequate off-street parking provided for employees and customers or clients?

Response		Number	Percentage
Adequate Parking for:			
Employees	Yes	17	71
	No	5	21
	No Answer	2	8
	Total	24	100
Customers and Clients	Yes	15	63
	No	7	29
	No Answer	2	8
	Total	24	100

Comment

The majority of respondents indicated that they had adequate parking for both employees and customers. However, five firms indicated a shortage of parking for employees and seven a shortage for customers. These should be carefully examined to determine if they interfere with residential parking in the area.

8. From which one area would you say most of your employees, customers, and clients come?

Response	Number	Percentage
Customers and Clients		
Immediate Area (within ½ mile)	5	21
Downtown	0	0
City Wide	1	4
City Wide and Beyond	16	67
No Answer	2	8
TOTAL	24	100

Response	Number	Percentage
Employees		
Immediate Area (within ½ mile)	3	13
Downtown	0	0
City Wide	6	25
City Wide and Beyond	8	33
No Answer	7	29
TOTAL	24	100

Comment

Most respondents indicated that customers and clients are drawn city wide and beyond. Employees come from the city wide area and beyond first, then the immediate area.

9. Do any of the following affect your operation negatively?

Response		Number	Percentage
Road and Side-Walk Conditions	Yes	3	13
	No	19	79
	No Answer	2	8
	Total	24	100
Traffic Volumes	Yes	0	0
	No	21	88
	No Answer	3	13
	Total	24	100
Appearance of Area	Yes	7	29
	No	16	67
	No Answer	1	4
	Total	24	100
Nearby Residential Uses	Yes	3	13
	No	18	75
	No Answer	3	13
	Total	24	100

Response		Number	Percentage
Nearby Commercial Uses	Yes	0	0
	No	21	88
	No Answer	3	13
	Total	24	100
Nearby Industrial Uses	Yes	0	0
	No	21	88
	No Answer	3	13
	Total	24	100

Comment

None of the respondents was concerned with traffic volumes or nearby commercial and industrial uses. However, almost 30% felt negatively affected by the appearance of the area, and 13% felt adversely affected by both road and sidewalk conditions and nearby residential uses.

10. Are you satisfied with the type of development around you? If no, how could the situation be improved?

Response	Number	Percentage
Yes	13	54
No	10	42
No Answer	1	4
TOTAL	24	100

Comment

Over 50% of the respondents were satisfied with surrounding development. Those who were not suggested more light industry should be permitted, a need for parking, better planning co-ordination, more parkland and recreational facilities, and specifically a stadium on the waterfront.

11. Does your business location suffer from any of the following problems?

Response		Number	Percentage
Unattractive Area	Yes	8	33
	No	14	58
	No Answer	2	8
	Total	24	100
Lack of Space for Expansion	Yes	6	25
	No	15	63
	No Answer	3	13
	Total	24	100
Excessive Local Competition	Yes	4	17
	No	17	71
	No Answer	3	13
	Total	24	100
Outdated Building	Yes	4	17
	No	18	75
	No Answer	2	8
	Total	24	100
Poor Accessibility	Yes	5	21
	No	17	71
	No Answer	2	8
	Total	24	100
Distance to Services and Supplies	Yes	1	4
	No	19	79
	No Answer	4	17
	Total	24	100
Inadequate Off-Street Loading Space	Yes	2	8
	No	18	75
	No Answer	4	17
	Total	24	100
Shortage of Parking	Yes	4	17
	No	17	71
	No Answer	3	13
	Total	24	100

Response		Number	Percentage
Poor Access to Major Transportation Routes	Yes	2	8
	No	19	79
	No Answer	3	13
	Total	24	100
Conflict with Nearby Land Uses	Yes	3	13
	No	18	75
	No Answer	3	13
	Total	24	100
Other			

Comment

The main concern of respondents was the unattractive area, followed by lack of space for expansion. Some concern was also expressed with poor accessibility, excessive local competition, outdated building, and shortage of parking.

12. On the waterfront areas, would you like to see:

Response		Number	Percentage
Housing	Yes	6	25
	No	12	50
	No Answer	6	25
	Total	24	100
More Industry	Yes	10	42
	No	9	38
	No Answer	5	21
	Total	24	100
More Commercial Uses (i.e. Marinas, Boat Supply Stores)	Yes	13	54
	No	6	25
	No Answer	5	21
	Total	24	100
More Parkland	Yes	8	33
	No	11	46
	No Answer	5	21
	Total	24	100

Response		Number	Percentage
More Recreational Facilities (i.e. Pools, Playgrounds, Baseball Diamonds)	Yes	8	33
	No	9	38
	No Answer	7	29
	Total	24	100
Combination of Parkland/ Recreation With Industry	Yes	10	42
	No	10	42
	No Answer	4	17
	Total	24	100
Combination of Parkland/ Recreation With Commercial Uses	Yes	14	58
	No	7	29
	No Answer	3	13
	Total	24	100

Comment

The highest percentage of responses (58%) indicated that they would like to see a combination of parkland/recreation with commercial uses. The second highest percentage (54%) said they would like to see more commercial uses. Forty-two percent prefer more industry, and one-third favour either more parkland or more recreational facilities. Forty-six percent oppose more parkland. Only 25% favour housing. It appears that the businesses have very different land use preferences from North End residents. These differences will have to be resolved in the secondary plan process.

Additional Comments

Eight comments were received:

1. More businesses and flexible land uses needed. Skunks and raccoons a problem;

2. Should be a better balance of commercial and public activity in the bay area. Encourage public access and use of Hamilton Bay;

3. More people should be aware of what the Port of Hamilton does for the people and City of Hamilton;

4. There should be a pedestrian walkway or bicycle path running from Eastwood Park to Leander to Dundurn Park;

5. Area should be developed as in other cities - e.g. Toronto, especially a new sports' complex;

6. Waterfront area should be developed as marinas, parks, etc.;

7. Marine and related industry should be encouraged around the waterfront as recommended in the Port Master Plan - West Port Concept; and,

8. Area not attractive for residential development. Existing and new commercial and light industrial uses should be allowed to expand.

NORTH END WATERFRONT AREA
COMMERCIAL/INDUSTRIAL QUESTIONNAIRE

Please answer all questions.

The information which you are requested to provide will help the City serve you better. It is strictly confidential and will not be used in any way other than to assess the needs and issues of your area. Your cooperation is greatly appreciated. If you have any questions, please call Rosemary Campbell at 526-4148.

1. What type of business do you operate at this address?

   _____

   _____

2. Do you (or your company) own ____ or rent____ the premises?

3. How many years have you been in operation at this location? ____

4. What is the present full-time employment of your business? _____

5. How would you rate the performance of your business over the past five years?

   Improving _____

   Stable _____

   Declining _____

6. In the next five years, do you anticipate:

		YES	NO
a)	relocation to another site	____	____
b)	expansion at present site	____	____
c)	no change	____	____
d)	other	____	____

7. Is adequate off-street parking provided for:

	YES	NO
employees	_____	_____
customers and clients	_____	_____

8. From which one area would you say most of your employees, customers and clients come?

		Customers/ Clients	Employees
a)	immediate area (within 1/2 mile)	_____	_____
b)	downtown	_____	_____
c)	city-wide	_____	_____
d)	city-wide and beyond	_____	_____

9. Do any of the following affect your operation negatively?

		YES	NO
a)	road and sidewalk conditions	_____	_____
b)	traffic volumes	_____	_____
c)	appearance of area	_____	_____
d)	nearby residential uses	_____	_____
e)	nearby commercial uses	_____	_____
f)	nearby industrial uses	_____	_____

10. Are you satisfied with the type of development around you?

Yes _____ No _____

If "no", how could the situation be improved? _____

_____

_____

11. Does your business location suffer from any of the following problems?

		YES	NO
a)	unattractive area	____	____
b)	lack of space for expansion	____	____
c)	excessive local competition	____	____
d)	outdated building	____	____
e)	poor accessibility	____	____
f)	distance to services and supplies	____	____
g)	inadequate off-street loading space	____	____
h)	shortage of parking	____	____
i)	poor access to major transportation routes	____	____
j)	conflict with nearby land uses	____	____
k)	other (please specify)_____		

_____

_____

12. On the waterfront areas, would you like to see:

		YES	NO
a)	housing	____	____
b)	more industry	____	____
c)	more commercial uses (i.e. marinas, boat supply stores)	____	____
d)	more parkland	____	____
e)	more recreational facilities (i.e. pools, playgrounds, baseball diamonds)	____	____
f)	combination of parkland/ recreation with industry	____	____
g)	combination of parkland/ recreation with commercial uses	____	____

Additional comments:

_____

_____

_____

_____

_____

_____

Thank you for your cooperation. If you have any questions, please contact Rosemary Campbell at 526-4148.

Please return this questionnaire in the enclosed prepaid envelope within one week.